The Hongkong Telegraph

(ESTABLISHED 1881.)

WEATHER FORECAST
FAIR
Barometer 29.68

May 31 1915, Temperature 6 a.m. 77 2 p.m. 83
Humidity ,, 97 ,, 83

May 31 1914, Temperature 6 a.m. 79 2 p.m. 88
Humidity 91 ,, 67

2932 日八十月四 MONDAY, MAY 31ST, 1915. 一月國 五廿日一廿一 SINGLE COPY 10 CENTS
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TO-DAY'S LATEST WAR TELEGRAMS.

THE GREAT BATTLE IN GALICIA.

ENEMY'S TERRIFIC LOSSES.

British Destroy German Petrol Depot.

ITALIANS' FURTHER PROGRESS IN THE TYROL.

[Reuter's Service to The "Telegraph."]

RUSSIAN COMMUNIQUE

GERMANS LOSE HEAVILY.

May 31, 6.30 a.m.

A Petrograd communique states:—

The object of the enemy's prodigious efforts recently was the encircling of Przemysl. The Germans, after a desperate battle on the river San, occupied four days in attempting to change the direction of the offensive from the north east to the south east. They constructed fifteen bridges from Seniawa to Jaroslav, and transferred the whole mass westward leading to the supposition that the Germans were retreating, but just then General von Mackensen began to hurl his armies against the Russian positions between the rivers Lioubatchevka and San. Simultaneously, near Radymno, on the left bank of the San, hundreds of thousands of infantry, supported by a thousand guns, attacked us on a front of fifteen miles. General von Mackensen was indeed trying to repeat his manoeuvre in front of Lodz, but now using entire armies instead of isolated corps. The former fortunately are slower in their movements and General von Mackensen's plan is still unfulfilled, though some of the German regiments have already lost three-quarters of their effectives.

General Irmanof, the hero of Port Arthur, crushed the garrison of Laisecso behind von Mackensen's army, and among the captures were cattle intended to revictual von Mackensen's army. While the Russians decimated the Austro-German armies endeavouring to meet von Mackensen in his turn to Przemysl from the south. The enemy have lost hundreds of thousands since the 24th alone, and there are other favourable signs, nevertheless, it is yet premature to speak of the result of the battle, which is extraordinary in its intensity. It should be pointed out that the third Caucasian Corps, captured 7,000 prisoners; this Corps was mentioned as being entirely annihilated in Austro-German communiques, on the Wisloka last month.

THE LATEST CASUALTY LIST.

May 31, 8.00 a.m.

The latest casualty lists contain the following:—
Killed:—N. Bavin, C. Twining, H. J. Walters.
Died of wounds:—C. Loxton.
Wounded:—F. A. Wilson of the Royal Artillery.

TURKS OUTRAGE GREEKS.

May 31, 8.00 a.m.

Reuter's correspondent at Athens reports that the Turks have perpetrated almost unparalleled excesses in the district of Aivali against the Greeks. Women and girls who were seized are declared to have been the victims of disgusting orgies.

TURKISH FORTIFICATIONS BOMBARDED.

May 31, 8.00 a.m.

The captain of a Greek steamer reports that the Allies are bombarding the Turkish fortifications on the Asiatic Coast.

SINGAPORE SEDITIONIST EXECUTED.

ADMITS GUILT AND SAYS PUNISHMENT WELL DESERVED.

(From our own correspondent.)

Singapore, May 31, 11.05 a.m.

Mansoor, the seditionist, was executed in the precincts of the prison to-day. It is officially announced that Mansoor made a statement admitting guilt and making other disclosures in which he admitted the authorship of the incriminating Rangoon letter. He accepted the retribution meted out to him to be just and well deserved.

TO-DAY'S LATEST WAR TELEGRAMS.

GERMAN SUBMARINE DEPOT DESTROYED.

May 31, 8.00 a.m.

The British have destroyed a petrol depot for German submarines.

GERMANS ADMIT RUSSIAN SUCCESS.

May 31, 8.00 a.m.

According to Reuter's correspondent at Amsterdam a Berlin communique makes important admissions.

The Russian surprise attack compelled the Germans to evacuate Sandyliky on the Dubiesa, and captured German guns.

The Russians are now attacking in the region from Jaroslav-Przemysl Styri.

THE LUSITANIA OUTRAGE.

GERMANY'S MEEK REPLY TO AMERICA.

May 30, 5.30 p.m.

Germany, in reply to the United States Note, proposes that the United States shall defer definite consideration of her submarine policy until the two governments establish whether the Lusitania was a merchantman, or an auxiliary cruiser carrying Canadian troops and ammunition.

It proceeds to argue as to whether the Lusitania carried sufficient boats. It also expresses a readiness to pay compensation in the cases of the s.s. Cushing and the s.s. Gulf Light.

It does not mention specifically President Wilson's demand for a disavowal of the sinking of the Lusitania or a discontinuance of the present submarine methods.

BRITISH STEAMERS TORPEDOED.

BLUE FUNNEL BOAT ESCAPES SUBMARINES.

May 30, 9.00 p.m.

The Blue Funnel boat, the Ping Suey from Batavia, with a valuable cargo, has had splendid escapes from submarines.

She was twice chased and shelled in the Channel, but reached Plymouth with one of the crew wounded.

S.S. TULLOCH MOOR.

May 30, 9.00 p.m.

The s.s. Tulloch Moor has been torpedoed off Ushant; the crew was landed at Barry.

FRENCH COMMUNIQUE.

NOTHING TO REPORT.

May 30, 9.00 p.m.

The communique issued at Paris states there is nothing to report.

FURTHER FRENCH PROGRESS.

May 31, 1.25 a.m.

A Paris communique states:—

We carried all the German trenches on the right bank of the Yser Canal, in the district of Pilken, and have taken fifty prisoners and three mitrailleuses.

A violent artillery duel continued north of Arras, where we attacked a German redoubt entitled the Labyrinth.

South east of Neuville St. Vaast we progressed four hundred yards and took numerous prisoners.

We captured more trenches on the outskirts of Bois Le Petre taking fifty prisoners.

The enemy attack at Schnepfenrieth in Alsace was repulsed.

ITALIAN COMMUNIQUE.

ITALIAN ADVANCE CONTINUES.

May 30, 6.15 p.m.

According to Reuter's correspondent at Rome the official communique states that the Italians continue to advance. The Italians in the Tyrol seriously damaged two Austrian forts and advanced on both banks of the Adige.

They firmly occupied the town of Alaen en route for Trient, fighting from noon until evening. The Italian losses were slight.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

FRENCH COMMUNIQUES.

May 30, 4.25 a.m.

A Paris communique states:

We have progressed afresh and are now masters of the whole villages of Ablain.

WAR TELEGRAMS.

GERMANY'S WARNING.

May 30, 4.25 a.m.

Germany urgently warns American ships to conspicuously display identification marks in the war zone in order to prevent mistakes by submarines.

The American Ambassador in London reports that the Nebraskan was torpedoed.

It is understood that the German reply will be that the subject of the Lusitania is an argumentative one, and suggests a postponement of the consideration of President Wilson's demands until the two Governments have agreed as to whether the Lusitania was a cruiser, or a merchantman.

RUSSIAN COMMUNIQUE.

May 30, 4.25 a.m.

A Petrograd communique states:—

There is no charge to report in the great battle which is proceeding between Przemysl and Seniawa. Violent enemy attacks between Przemysl and the marshes of the Dneister, and beyond the Dneister to Dolina were repulsed.

The Russians vigorously took the offensive between the rivers Svitza and Lomnitza, where they captured 3,272 prisoners, on Friday night.

[The following telegrams appeared in our special edition of yesterday:—]

ITALIANS CHASE THE AUSTRIANS WHO ARE BURNING ALL BEFORE THEM.

May 29, 1.00 p.m.

The Austrians are in full retreat before the Italians along the whole of the defensive line, burning houses, stores and crops, and destroying roads and bridges. Their main resistance was made at a store in a fortified position beyond the head of Lake Idris, but a short sharp fight drove them back to Ala, where they expected German reinforcements, but instead found the Italians at their heels and again retreated. They are now hastening towards the strongholds of Trient, which is visible to the Italian outposts at Monte Baldo.

The Italians are using the new French model 75 guns and these silenced a battery of 12 inch guns at Flitzch, Carinthia.

RUSSIANS CAPTURE TWENTY SIX GUNS, MUNITIONS AND GOVERNMENT TREASURY.

May 29, 1.00 p.m.

According to Reuter's correspondent at Petrograd an official announcement states that the Russians captured twenty six guns, much munitions, stores, and the Government Treasury when they occupied Van.

BRITISH VESSEL TORPEDOED AND SUNK.

May 29, 2.50 p.m.

The Elder-Dempster liner Ethiope has been torpedoed and sunk. The chief officer and sixteen seamen have been picked up. The rest of the crew are in other boats.

The Ethiope was sunk in the mouth of the Channel at nine o'clock on the morning of the 28th, inst.

The survivors have been landed at Falmouth.

THE ARGYLLSHIRE'S EXCITING CHASE BY SUBMARINES.

May 29, 1.00 p.m.

The s.s. Argyllshire had the most exciting escape in the Channel. She was keeping a sharp look out and saw two submarines rise. They attempted to close on the liner, but the latter proceeded at full speed and meanwhile wirelessed for assistance. Torpedoes were fired, but they missed, and the liner soon out-distanced her pursuers.

GLORIOUS VICTORY OF THE RUSSIANS.

May 29, 3.55 a.m.

According to Reuter's correspondent at Petrograd an official announcement states that the Russians captured a strongly fortified position at Bubie in the region of Shavle, taking one thousand prisoners.

The battle in Galicia continues most intensively. The Russians on the night of the 27th inst., opened an offensive to the north and east of Seniawa inflicting heavy losses. We captured on the 28th inst., enemy fortifications on the Pigany front, taking six thousand Austro-German prisoners, six heavy guns, and six field guns. We then stormed Seniawa, capturing a further thousand prisoners and five guns.

THE DARDANELLES.

May 30, 7.15 a.m.

Reuter's correspondent at Athens states:—

The Turkish losses at the Dardanelles are reported to be sixty thousand.

The recent raid on Constantinople by submarine E11 has caused a great panic; all the shops are closed.

A torpedo was fired and damaged a German transport.

The majority of vessels are taking refuge in the inner port.

(*Continued on page 8.*)

TELEGRAMS.

PORTUGAL'S NEW PRESIDENT.

(Reuter's Service To The "Telegraph.")
London, Received May 30.

Senhor Theophile Braga has been elected President of the Republic

NEWS FOR BUSY MEN.

CONDENSED.

The Italian advance on Trient continues without interruption.

There is nothing to report on the Western frontier.

A new president has been elected for the Portuguese Republic.

On the Western front the Allies have captured the entire village of Ablain.

In an official communique the Germans admit certain successes of the Russians.

The Turks are perpetrating serious outrages on Greek subjects.

The Petrograd official communique gives an interesting account of the titanic struggle that is in progress, with Przemysl as its object.

In a further warning, Germany exhorts American shipping clearly to show evidences of nationality in the war zone to prevent mistakes.

The Blue Funnel boat Ping Suey has had some splendid escapes from the attentions of German submarines in the Channel.

The German reply to the American note is one of moderation and asks for a deferment of consideration of the submarine policy until questions relating to the Lusitania have been settled.

NEWS.

The report of Messrs. Snowman and Co. as to freights will be found in to-day's issue.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

The Rev. J. Kirk Maconachie delivered an interesting sermon at the Union Church yesterday, a report of which is given in another column.

Another interesting batch of letters from the front, thanking Hongkong donors for their gifts of tobacco and cigarettes will be found on another page.

German Information About Paris, London & Warsaw.

Amsterdam, April 19. The German General Staff has just issued a document which has been sent to all the German armies on the two fronts, and also to the Naval Headquarters. This document gives the hours of sunshine and moon hine at Paris, Warsaw, and London, until May 14th, so as to help the air service in the event of an early bombardment or occupation of the three capitals.—*Exchange*

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Thursday, June 3.
General Meeting, A. S. Watson and Co. Ltd.—noon.
Saturday, June 5.
Gymkhana: Happy Valley.

NOTICES

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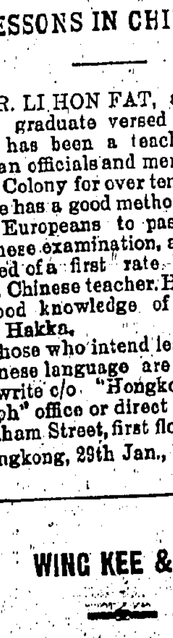

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SHEWAN, TOMES & CO.
General Managers.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAT, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o. "Hongkong Telegraph" office or direct to No. 14, Graham Street, first floor.

Hongkong, 29th Jan., 1912.

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NOTICES

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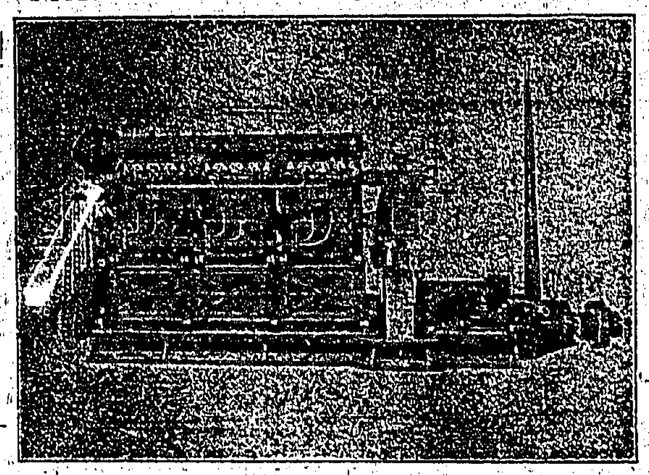

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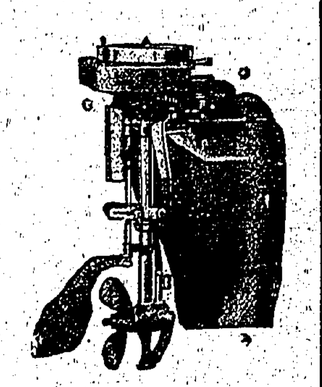

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OUR CONTEMPORARIES.

South China Morning Post.

The Lesson of History.

Immediately after came the calamitous Thirty Years' War. It is almost impossible nowadays to picture the effect that war had upon Germany. When it began the population of that country was thirty millions; when it ended, twelve millions. Many cities were reduced to mere ruins. Vast districts had been laid waste. The fine arts had perished. Education was neglected. Moral law had almost ceased to exist. Not for many years did civilisation in Germany begin to recover from this paralysing check. France, on the other hand, gained a foot hold on the Rhine and an open door into Germany which she held until 1871. Will the parallel hold good until the close?—not to the extent of a thirty years' war, which is impossible in these days, but in respect of the success of France and her allies and the humbling of Germany? Everything points to the possibility of history repeating itself to the very end of the chapter.

Daily Press.

America and the "Open Door."

Much satisfaction has been given in China by the announcement that the United States Government has presented identical Notes to China and Japan, refusing to recognise any agreement impairing American rights in China, the political and territorial integrity of China, or the Open Door policy. There is no need to remind the reader that Japan's contention from the very beginning of the negotiations with China has been that in neither of these respects did her demands violate the pledges she has given to the Powers. While apparently not directly challenging the accuracy of this contention, the American Note simply, but very explicitly, reaffirms the policy of the United States. It would have been more to the point if the Government of the United States had informed both China and Japan in what respects the agreement now practically concluded between those two countries offends against any of the rights which America, in common with the other great commercial Powers, is concerned to preserve in China.

China Mail.

Splendid Progress of the Allies.

Though the Allies have met with some rather serious naval misfortunes of late, these have undoubtedly been more than compensated by the brilliant series of victories that have marked the progress of the French and British troops in France and North Belgium. It is an undoubted fact, as authentic information abundantly proves, that the Allies have practically demoralised the German offensive in France and as for Belgium the latest news goes to show that the Germans' offensive on Hill 60 and their vain effort to progress in the direction of Calais has resulted in nothing but a wholesale mowing down of German troops. North of Arras, at La Bassee, and between Lens and Steenstraete the fighting has been particularly violent, but at all these places and at many others it is conclusively shown that the Germans have received many more hard blows than they have been able to inflict. It now seems indeed certain that it is merely a matter of time when, by continuance of the methods by which they have gradually won kilometre after kilometre of ground from the enemy, the Allies will drive the Germans completely out of France.

For a good solid meal a la Carte or Table d'Hote with Wines & Liquors of the Best. —ALEXANDRA CAFE.

GENERAL NEWS.

Station-Mistresses.

The first lady stationmaster in South Wales, Miss Lidster, of Pontypool, commenced duty on April 19, at Troedyrhiw Halt. Another lady is to take charge of Trelewis Junction. Both of the women succeed men who have enlisted.

Death of Mrs. Bryson.

It is with deep regret that we have to chronicle the death of Mrs. Bryson, the wife of Dr. A.C. Bryson and daughter of Mr. and Mrs. Edney Page says the Shanghai *Mercury*. The sad event took place at Peking yesterday. Much sympathy will be extended to her husband, her parents and relatives and her many friends in Shanghai.

Railway Siding for Hankow.

The agreement between the Chinese Government and the Hankow British Municipal Council for the introduction of a railway siding has now been signed by both parties and the negotiations of several years brought to a successful close. It ought not to be long now before the trucks can be loaded within concession limits.

Yuan Shih-kai Thanks Japanese.

Tsinanfu, May 21.—President Yuan Shih-kai is said to have expressed his thanks for the sincerity of Japanese authorities in having handed about 70 mounted bandits, who have looted and caused trouble in and out of the leased territory of Kiaochowwang, to the Chinese authorities. It is reported that the President will present those Japanese officials who were engaged in arresting the bandits with decorations.—*Eastern News Agency.*

The Hankow Disturbances.

Tokio, May 21.—Though there are unfounded reports that Japan has demanded over $400,000 as indemnity for damage to the Japanese at Hankow, the damage is yet being investigated by Consul General Segawa and no assessment has been made. The Imperial sanction will be given to the appointment of the Japanese Minister to Peking as plenipotentiary to sign the Sino-Japanese treaty on May 22, and a telegraphic instruction to that effect will be given immediately.—*Eastern News Agency.*

Motor Accident in Tientsin.

A motor-car carrying a party of Peking gentlemen from the Racecourse at Tientsin on the evening of the 21st inst., was wrecked while proceeding at high speed in order to catch the Mukden mail. The car ran into a tree and described several somersaults over a bank. The occupants were Mr. Grave, Mr. de Hoyer, Mr. Batourin and Mr. Lockenburg, the Russian artist who is painting the President's portrait. Mr. Lockenburg, and Mr. de Hoyer were injured, but it is believed not seriously.—*"Peking Gazette"*

Singapore Mortality Rate.

The rate of mortality in the Settlement of Singapore for the week ended May 15, was 27.02 per mille of the population per annum. The total number of deaths was 176, of which 124 were male subjects and 52 female. Convulsions claimed 20, phthisis 28 and malarial fever 10. The highest number of deaths, 38, took place between the ages of 25 and 35. The deaths under three months numbered 24 and between that age and one year 18 One European died, one Eurasian, 124 Chinese, 36 Malays and 12 Indians.

The Merchant's Ruse.

A Paris merchant has hit upon an ingenious scheme for making all those visiting his store wipe their feet before entering. 'No matter what signs we posted to call the people's attention to the advisability of using the rug placed at the entrance to our store, but few, if any, ever took notice of its presence," he says. "During rainy weather the problem of keeping the floors clean became of quite an importance, but no solution seemed possible. Then it was that I adopted the idea of an itinerant artist, who agreed, for a small price, to paint the portraits of the German Imperial family upon the rug placed in front of my store. You should see them now: you could not stop them from wiping their feet."

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EXCLUSIVE AGENTS

MOUTRIE'S.

THE PROGRESS AND DURATION OF THE WAR.

Importance of Numbers.

Mr. Hilaire Belloc lectured to a large audience in the Free Trade Hall last night (says the *Manchester Guardian* of March 25th) on the progress and duration of the war.

Mr. Belloc, as one had expected, treats his subject on rigidly scientific lines; he has no "moving pictures," and a few maps and a few more home-made diagrams only serve to stiffen his stark realities. From such an one, who has earned his title to speak on problems of strategy, and who has to keep it, no definite prophecy was to be expected, and Mr. Belloc wasted no time in futilities. To him it is all a question of numbers, and the time at which they can be brought into the field. To talk about the Germans being highly organised, disciplined people, is "all bosh"—so we all are, and other things being equal, in the way of armaments and munitions, numbers are always the deciding factor. At the beginning the Germans, whose Government had decided three years beforehand to have war after the harvest of 1914, went on to Paris at the rate of eight to five, and the whole effort of the Allies had been to put a sufficient number of men in the field to turn the balance. We had succeeded to the extent of reducing the German superiority to about seven to six; on the eastern line it was, say, four to three, and in the west the numbers of the opposing forces might be taken as about equal. Britain could still add largely to its forces, and, given the equipment, we could probably put another million men in the field very soon. Superiority in numbers on the side of the Allies should come in certainly before the beginning of June, and it should be facilitated by the higher rate of wastage on the side of the enemy, whose tradition of warfare favoured extravagance in the expenditure both of men and munitions for the sake of a rapid conquest. The German plan of war had a likeness to that of the merchant who spent an enormous amount in advertising; it was very excellent if it came off, but if it did not the consequent exhaustion gave a great advantage to the enemy.

Mr. Belloc relied mainly on the prospect of an actual superiority in the field; the embarrassment of the Germans by the blockade was only secondary, though appreciable; he was inclined to think that they might be pinched for food, but not more than that, before the next harvest came in, and their embarrassment in the way of getting material for munitions was more important. Another thing in favour of the Allies was the chance of equipping the great reserves of Russia. As long as winter lasted Archangel and Vladivostok were not largely usable, and the key to the Black Sea ports was the Dardanelles, where the fortunes still hung in the balance.

The Critical Moment.

"We are unable to tell what the duration of the war may be", said Mr. Belloc, "but these factors in the problem make it certain that the late spring or the early summer will be the critical moment. By that time the British contingent will be for the most part equipped and in the field; the ice-bound ports of Russia will be free, and possibly the Dardanelles will also be open. At the same time, the last batches of untrained men, newly trained for the purpose, which Germany and Austria can put in the field will have appeared. And if you cannot say which way the balance will have inclined by the end of May or the beginning of June, you can at least say with confidence that in that critical moment will appear, not necessarily a decision, as the soldiers call it, but those actions in the war which will tell you the way it is going."

The plan of the enemy was to get the Russians behind the Vistula, so that a comparatively small force would be sufficient to watch them, and then to draft great reinforcements to the west to break the line. The way to do that was very simple, but very difficult; it meant getting hold of Warsaw. In the west our game was fairly clear, it was simply one of attrition. Neuve Chapelle and other attacks were not really attempts to break through the German lines: they were simply attempts to wear down the German lines. Otherwise the situation in the west would have no meaning, for, on the average, we had not pushed the Germans back by a yard since the middle of October. What we gained in ground did not matter besides the proportion of men who were put out of action, and this process of attrition had been in favour of the Allies.

The Alternative.

One of two things must happen, unless by the capture of Warsaw the Germans, could bring great reinforcements to the west; either their line must break, which meant immediate defeat, or, much more probable, they would be compelled to shorten it which meant their falling back for 120 to 200 miles in face of very hard pressure, with the chance of not being able to form the line again. "But if the Germans get Warsaw," said Mr. Belloc, "and bring great masses of men to the west, the campaign will go for them and not for us."

Mr. Belloc emphasised again the great importance of Warsaw as the centre of the railway lines which would supply the Russian army in an invasion of Germany. The capture of Przemysl had released perhaps about 200,000 Russians, and when the fine weather came it gave the Russians uninterrupted possession of Galicia and freed them from trouble with their communications. But, Przemysl was secondary to Warsaw, if the Germans could get Warsaw it would not matter much what happened in the Carpathians. He treated the forcing of the Dardanelles as a matter which was still not beyond doubt. In the Narrows it would need the indirect fire of our 15-inch guns to effect it, and the accuracy of that fire depended on the work of our aircraft, which depended again on the weather.

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WANTED FOR A LOCAL FACTORY. A young mechanical engineer of good general education; a thorough knowledge of the running of steam plant and good technical education. Apply "TECHNIC" c/o The Hongkong Telegraph.

LOST.

LOST.—Gold brooch with 3 diamonds. Finder will be suitably rewarded on returning same to "Hongkong Telegraph."

GERMANY AND PEACE.

Herr Dernburg's Terms.

Neutralization of the seas and an outlet for German trade through Belgium were yesterday regarded as the basis upon which the kaiser would accept peace says the *North American* of April 19.

That Germany will evacuate Belgium and abandon all plans for the acquisition of territory, provided it is granted the right to expand its trade, were two points that were much discussed.

Bernhard Dernburg.

The revival of peace talk and a discussion of terms upon which the kaiser would sheath the sword were brought about through Dr. Bernhard Dernburg, former colonial minister of Germany. On Saturday night at a mass meeting in Portland, Me., Prof. Edmund von Mach read a letter written by Doctor Dernburg, in which he outlined clearly and with much frankness the terms which would be acceptable to the German people.

He made no reference to a curtailment of the German army.

Writing from "The German Viewpoint," Doctor Dernburg expressed the opinion that Germany would relinquish its hold upon Belgium providing that certain concessions, namely the right to use Belgium as an outlet for trade, was granted.

Of particular interest was his view in regard to the neutralization of the seas. Concerning that phase, he said:

"The sea is nobody's property and must be free to everybody. The seas are the lungs from which humanity draws a fresh breath of enterprise and they must not be stopped up. I personally would even go so far as to neutralize all the seas and narrows permanently by a common and effective agreement guaranteed by all powers so that any infringement on that score would meet with the most severe punishment that can be meted out to any transgressor.

"A free sea is useless except combined with the freedom of cable and mail communication with all countries, whether belligerent or not. I should like to see all the cables jointly owned by the interested nations and a world mail system overseas established by common consent. But more than this, an open sea demands an open door policy."

Concerning the status of Belgium, he said:

"Belgium, which commands the main outlet of western German trade, is the natural foreland of the empire, and has been conquered with untold sacrifices of blood and treasure. It affords to German trade the only outlet to an open sea and it has been politically established, maintained and dominated by England, in order to keep these natural advantages from Germany. So Belgium cannot be given up.

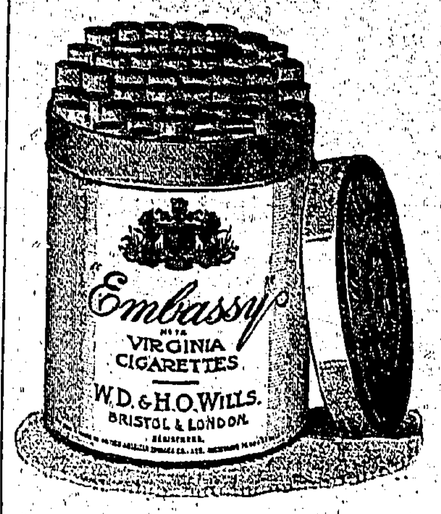
"However, these considerations would be disregarded if all the other German demands, especially guaranteed free seas, were fully complied with and all the natural commercial relations of Belgium to Germany were considered in a just and workable form.

"Germany is a country smaller in size than California, but populated thirty-five times as thickly as that state. She loves and fosters family life, and sees her future in the raising of large families of healthy children under the home roof and under the national flag. German parents have no desire to expatriate every year a considerable number of their children. This implies that her industrial development, which would alone give occupation to the early increase of pretty nearly 1,000,000 people, should go on unhampered. The activity of her people should have an outlet in the development of such foreign parts as need or wish for development."

The German view regarding colonies Doctor Dernburg gave as follows:

"Germany should be encouraged to continue her activities in Africa and Asia Minor, which can only result in permanent benefit to all the world. Americans have a saying that it will never do good to sit on a safety valve."

NOTICES.



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THE HOLY FLOWER by Rider Haggard
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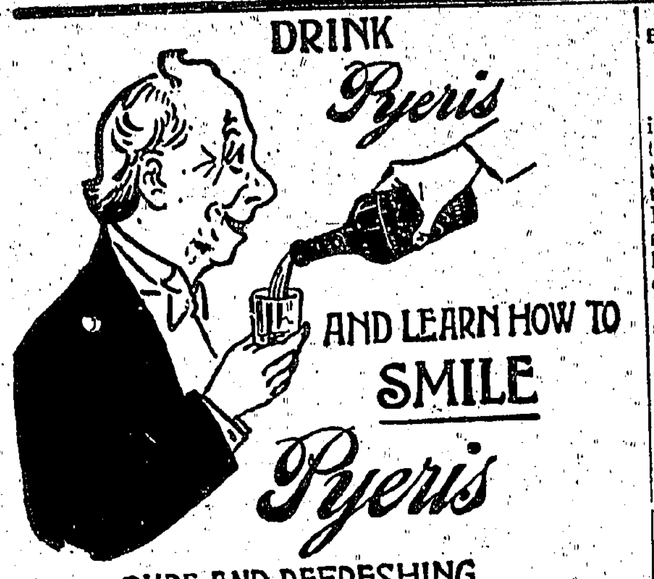

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—$36 per annum.
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The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is $1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shameen, Canton, who have been appointed our agents there.

By Order,
"HONGKONG TELEGRAPH."

DEATH.

GRESSON.—Killed in action in Flanders on the 25th May, John Edward Gresson of Messrs. Jardine, Matheson & Co. Ltd.—Lieutenant 3rd Battalion, The Cheshire Regiment.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 31, 1915.

WESTERN LITERATURE IN THE FAR EAST.

Nearly twelve months ago the *Telegraph* published an interview with a western-educated Japanese gentlemen who spoke of the extreme popularity in his country of a class of European literature which, at Home, would be called, perhaps, reactionary where the conventional code of morals is concerned. We now find the same complaint being made by some of the American missionaries. Apparently it is the work of Continental rather than of British authors that has obtained this vogue in Japan. Plays, novels, poems and essays having a flavour of revolt against traditional morality seem to be the kind of things that "sell," translations of some of the more popular running to hundreds of thousands of copies. All this is interesting because what is happening in Japan is the converse of what is taking place among the Chinese, whether of Hongkong or the North. Among the latter the European books demanded are usually of a technical nature; while those which may be considered to be dangerous to public morals seem to be almost entirely a local product.

In this latter respect one feels that it is the Chinese and not the Japanese who have to be congratulated. The existing domestic-morality ideas of the two countries may be, and probably are, suited to them, but they would not suit Britain; and similarly British or even Continental notions are not such as can be conveniently and profitably grafted on to Far Eastern systems, whether Chinese or Japanese. Either of the two latter is certainly as "moral" as Britain, the only difference being that opinions as to what is right and wrong in this respect are not the same in the East as in the West. But neither China's nor Japan's ethical code, with special reference to the relations of the sexes, is so immaculate that either can afford to import views that have brought anything but good to European society. It has to be remembered that the Eastern mind still preserves its old-fashioned respect for books *as* books. To it, the written or printed word is far more serious than to us; in fact there is a touch of the law-giver, in their eyes, about every author; for they have not yet learned to read critically, and are slow to set up their own judgment against what they find "in the book." When the Britisher reads e.g. Ibsen, he is considering the great playwright not as a moralist but as a man of letters; and he will pass from him to Tennyson or Newman or Nietzsche or Darwin or Kipling or Zola or Emerson in the same spirit; he is prepared to learn anything or nothing from each; but nothing that any one of them lays down will necessarily be accepted by him as gospel.

With the Oriental the case is almost the reverse, and he cannot help regarding Ibsen or Bernard Shaw, or whoever the man may be, as someone who must be listened to inwardly as well as outwardly. Therefore the less acquaintance he makes with, let us say, Ibsen's views on the sanctity of marriage, the better for him. As we have said, western literature of this sort presents little danger to the Chinese at present; for as a distaste for what is unhealthy in their own literature arises, they are more likely to turn their eyes towards what is wholesome in our own. As for the Japanese, their educational authorities, if they are wise, will use every endeavour to popularise the best—and therefore not the most modern—of European literature in their country. Japan has as much to fear in her anxiety for "the very latest," in this direction as in others; and therefore she should stick as closely as possible to the English classics and avoid with all her strength the up-to-date novel or play till she is strong enough to reject its evil and profit by its good—whereupon it may happen that it

Battery Path and Its Coolies.

Some while ago we suggested in this column that the best way to get building material to the top of Garden Road was not via the thoroughfares most used by Europeans; for, at the time, bricks sand etc. were being carried by leisurely coolies the whole length of Pedder Street and up Queens Road as far as Murray Barracks and thence into Garden Road. The hint which we gave was acted upon, which, we believe, gave everybody satisfaction. The coolies were made to pass along the Praya as far as the Navy Yard and then alongside the cricket-ground. Of late this excellent arrangement has been broken through and the last state of Hongkong is worse than the first, for women coolies by the score now pass the day ascending and descending Battery Path as though it were Jacob's Ladder. On behalf of our readers, many of whom are compelled to use this thoroughfare four times a day, we feel obliged to protest against this needless inconvenience. At certain times foot-passengers down the path must dodge in every direction to avoid the many sand-baskets that are being carried up, and even then they are lucky if they escape without having their clothes soiled or torn. Of course the initial absurdity lies in the Government's allowing junks to be unloaded along the central portion of the Praya, which, anywhere else in the world, would be retained as an esplanade. But since this part must needs be used why cannot the coolies be obliged to carry their burdens by the same route as before?

1902—1915.

It is thirteen years to-day since the peace terms which put an end to the Boer War were signed. When we consider the magnificent loyalty of General Botha and his followers it is quite easy to bury all past bitterness and even to forget that there have been, during the present war, a few foolish malcontents who, vulgarly speaking, did not know which side their bread was buttered. The typical Afrikander who looks back on the past knows well, and is the first to admit, that his country has benefitted enormously, even already, by British rule. Of course mistakes have been made, but that was the fault of individuals and not of Britain as a whole. The Boers are well aware now that no other Powers in the world could have afforded to let them off so cheaply. All they were asked to do was to surrender unconditionally and, as a set-off Lords Milner and Kitchener promised them an Imperial Grant of three million pounds, and loans for the purpose of repatriation as well; there was to be no executing of ring-leaders and the Boers were to be allowed to continue the use, where necessary, of their own language in courts of law. Those Boers who may still hunger after the sweetness and light of German rule would do well to reflect on the difference between Britain's and Germany's respective attitude towards a conquered people.

"No Business in the Firing Line."

There is a very human note in the story, which Reuter sent yesterday, of the rescue of Colonel Wood, of the Scottish Borderers, "One of the rescuers was the Colonel's servant, who had no business in the firing line." There are not many nations whose people can combine extremes of discipline with extremes of go-as-you-please; but the British is one of those that can. The well-trained British servant, like the soldier, has all the instincts of immediate obedience; but temptation must not be carried too far. To put an irate Britisher within shooting distance of the Germans and to tell him: "Your place is with the civilians; not with the soldiers," is to push things too far. The probability is that the servant in question, like Kipling's bugle boy, had purloined a rifle and was out for a day's fun. Good luck to his fun and his disobedience, since they were instrumental in saving a man's life.

DAY BY DAY.

"YOUR DAILY DUTIES ARE A PART OF YOUR RELIGIOUS LIFE JUST AS MUCH AS YOUR DEVOTIONS ARE."

The Weather.

Lower level 8 a.m. Temp. 79; fine.

At the Peak 8 a.m. Temp. 73; fog.

Count the Columns.

On Saturday the *Telegraph* published 45 columns of solid reading matter. To-day there will be 30½ published.

The Mails.

French Mail.—Arrived per s.s. Chili to-day.

Australian Mail.—Closed per s.s. Aldenham to-day at 10 a.m.

Siberian Mail—Closes per s.s. Siberia to-morrow at noon.

Up to the Minute—Share Market News.

Closing prices:—

Hongkong and Shanghai Banking Co. $705, buyers.

Shanghai Lands Tls. 106.

Douglas Steamship Co. Ld.—$51, buyers.

China Sugar Refining Co. Ld. $111, buyers.

Ewo's.—Tls. 160, buyers.

Luzon Sugar Refining Co. Ld.—$28, sellers.

Indo-Chinas.—$98½ nom.

Raubs.—$3.65, buyers.

Shanghai Cottons in Shanghai—Tls. 98 buyers.

The Dollar.

The rate of the dollar on demand to-day is 1s 9 9/16d.

To-day's Anniversary.

To-day is the 13th anniversary of the signing of the Peace terms between the British and the Boers.

Sunday Services at the Peak Church.

We are informed that there will be a service at the Peak Church at 6.30 p.m. on the Sundays in June. All the seats are free.

Photographs of the Tennis Match.

We have received from A. Fong, Photographer, a series of photographs of the Tennis match which was partly played last Friday.

The Yawata Maru.

The Yawata Maru, which was sunk off the Algerian coast on May 28, was the property of the Ukon Gonzayemon. She was built in 1886 by Messrs. M. Pearse and Co. at Stockton on Tees, and her registered tonnage was 4,360. Her port of entry was Kono.

The Prince of Wales' Fund.

To-day boxes have been placed in the tram cars for the purpose of helping in the collection for the Prince of Wales' Fund, the idea being that by this means opportunity will be given to those who desire to contribute small sums without publicity.

Alleged Army Robbery.

Before Mr. Wood, at the Police Court, this morning, Sin Yu was charged by Inspector Watt with being concerned with an armed robbery in Queen's Road West. Mr. Dixon, of Messrs. Wilkinson and Grist, appeared for the defendant, and asked for a remand, which was granted.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Chan Chik U. $100; Sin Ying-chow $100; Fung Chun-yuen $100; Ma Ying-pui $50; Wan Man-rai $50; Chin Haw R $50; Li Wing-kwang $50; Ma Cheung-ki (Shanghai) $25.

The Yawata Maru and Malay Maru Collision.

We received the following from the local office of the Nippon Yusen Kaisha. With reference to Reuter's telegram of the 29th inst., reporting the sinking of the s.s. "Yawata Maru" in the Mediterranean Sea in consequence of collision with the s.s. "Malay Maru", we beg to inform you that the sunken steamer is not the "Yawata Maru" of this Company although the name is similar.

North Point Bathing.

Bathing at North Point opens on June 1, when the tents will again be placed in the customary position by the Tramway company. In addition to this, arrangements are also being made for a continuation of band nights which have proved so popular in previous years. The Government are repairing the pier, and are, we are informed, rendering every assistance. There will be a band stand and a matshed with a large verandah at which refreshments will be served by the Alexandra Co.

NOTES ON THE CRISIS.

THE BRITISH AT FESTUBERT.

The Italian Advance.

No one supposed for a moment that the enfeebled Austrian troops would make any lengthy stand against the Italians; therefore our readers will not be surprised to learn of the triumphant advance, northwards and eastwards, of our new ally. The wires do not err on the side of lucidity, but it would appear that, while one Italian division has crossed the frontier below the enemy town of Ala, some ten miles east of Lake Garda, another has crossed the western frontier of Austria into Carinthia and has silenced a battery at Flitch (Villach?). Of the third division, whose objective was presumably Trieste, we hear nothing. The first, which is marching up the Adige towards Trient, must have a good heart in its body, for warfare in the Tyrol, even in summer time, is not babies' work.

A Fine Story from Headquarters.

The account of the recent fighting at Festubert is the right sort of recruit-making stuff. The whole story is full of the brave deeds of Britishers, of magnificent self-sacrifice and loyalty; and for the sake of this we can ignore the fact that it contains so little general news and might almost as well, from a progress point of view, concern a beaten army as a victorious one. The most satisfactory feature is that the enemy is definitely spoken of, here and there, as running away. As a record of progress we would rather read the French communiques; particularly that one which speaks of the British as making an advance on La Bassee.

The Turks.

The retrospective wire, again, which tells of the Allies' doings in Gallipoli has an ancient-history flavour about it, but we have to be thankful for small mercies. It is good, however, to read from a later wire that we now have an army of eighty thousand men carrying on operations there, and that the Turks are running out of supplies and are entirely reduced to a defensive attitude. Panic seems to be beginning in Constantinople itself, thanks to the pluck of the commander and crew of E 11; and now the Turks have further matter on which to meditate, in the announcement that Roumania and even Bulgaria may join the Allies. If this news makes Turkey think, it will have even a stronger effect on Germany, whose people must sooner or later arrive at the conclusion that "world-jealousy of the Fatherland's progress" is a played-out tale, and that the true version is world-disgust at the Fatherland's despicable methods, and world-determination that this European eyesore shall be exterminated as soon as possible, for the general welfare.

At Sea.

Meanwhile the German submarines are getting active again. An Elder Dempster boat has been sunk, and attacks have been made on a Shire liner and on the China Mutual's s.s. Ping Suey. Holt's Java boats are, we believe, still flying the Dutch flag, as they have done for years past; which makes this most recent attempt at submarining yet another insult to a neutral nation. And talking of neutral nations, we observe that Germany has sent a "Reply" to America's Note, the whole wording and argument of which is a studied piece of impudence. The tricksters who drew up the Reply know as well as we do what class of ship the Lusitania was, and that, had her status been that of an auxiliary cruiser, close upon a couple of hundred American men, women and children would not have been travelling on board of her. The remaining rubbish about discussion between the two governments, and as to the Lusitania's supply of boats, is hardly worth wasting our readers with.

FROM THE PULPIT.

The Divine Calling of Nations.

The following are notes of a sermon preached by the Rev. J. Kirk Maconachie at the Union Church yesterday morning.

Text: "In that day shall Israel be the third with Egypt and with Assyria, a blessing in the midst of the earth: for that the Lord of Hosts hath blessed them, saying, Blessed be Egypt My people, and Assyria the work of My hands, and Israel Mine inheritance." Isaiah XIX, 24—25.

The key to this group of prophecies lies in the political circumstances of the time, some 2600 years ago. There may be summed up briefly as Assyrian conquest, Egyptian jealousy, and amongst the small nations intrigues, which often centred in Jerusalem, to play off one of the two great rivals against the other.

Isaiah, whose advice was often sought, always denounced these alliances as futile, and bade the people trust, not in Egypt for help against the oppressor, but in the righteous God over all.

In the text he looks forward to a time of restitution in which good relations for the common advantage shall subsist amongst these opposed elements.

We have heard of more than one Triple Alliance in the course of history. The latest of these has just broken up because the ancient enmity between Italy and Austrian has emerged, as sooner or later it was sure to do, and one more political league based on self-interest has gone the way of predecessors. Isaiah had in view no political treaty, formally drafted, solemnly ratified by august signatures on one of those "scraps of paper" which have depreciated so terribly in world currency of late and for whose restoration to any value at all our country has gone to war.

The text speaks of a partnership based on the common consciousness of a Divine calling and mission which the three nations share for the common benefit of mankind. They have dropped their rivalries and joined hands to make themselves, under God, "a blessing in the earth." The vision may be Utopian, but we are in ill case if we have nothing but incredulity and success for Utopia.—Mr. Roosevelt says that the alternative to Utopia is hell. The state of the world at present backs that opinion, and seems to be pressing men of action into the ranks of the dreamers of dreams.

We are apt to think of the Jew as proud and exclusive in his consciousness of belonging to a chosen race. But in this Jewish prophet we have a high example of breadth of outlook.

All great nations have thought themselves God's chosen. They are right in that, where they go wrong is in failing to recognise that other nations have a place and work providentially assigned to them also. Religion therefore becomes little more than a racial cult, and Deity a magnified patron saint.

Our own nation, dowered as it has been with manifold, conspicuous, and continued blessings is not free from the error, which indeed belongs to human nature. We have had our phases of Jingoism, when it was proclaimed pretty stridently that we were the people—and then we used to wonder that the Englishman abroad was not as popular as might be wished.

Of late the same thing has been manifested with characteristic thoroughness, by our enemy in the present war. Germany, unfortunately for herself, has an emperor who embodies in his own character and blurts out on public occasions the conceit and vulgarity which elsewhere finds expression through less distinguished channels. There is a chorus of State paid professors and a subservient newspaper press to echo it, so that all Germany comes to believe it, and sounds it abroad until the rest of the world is sick of the strain, and the nation claiming to be the chosen of God finds itself without a friend in the world.

Deutschland uber alles! After all, one has heard Rule Britannia with an accent not wholly dissimilar—let us be careful how we throw stones.

A CHINESE GUEST.

Consul General of the Republic to Manila in Hongkong.

Mr. Sze Chi o Tsang Consul General of the Republic of China in Manila, who was recently appointed to that post, is at present in Hongkong on his way to Manila.

Last night he was the guest of Mr. Lam Chik-shai of the Shoung Tak firm, at a dinner given at the Fo Yun restaurant, West Point. There was a large gathering of friends to wish the guest success.

Mr. Sze will leave by the Chinhua for Manila to-morrow.

The Consul General for Manila is a relative of Dr. Alfred Sze the Chinese Ambassador in London.

The preacher referred to a recent utterance of a Berlin professor, claiming the usual Divine right of domination, admitting that his country had no friends and defiantly averring that she needed none. It was a pity, he said, that these hare-brained lecturers could not be gagged, and the press checked by someone with a modicum of common sense. Germany's practical men did not talk so foolishly. They were aware that a settlement of some kind must be made, and that even the victors in a war have to live along with their neighbours when it is over.

One of them, a leading official, had lately deprecated the spirit of hatred and rancour on that account, and had truly remarked "We need one another."

No enduring peace, continued the preacher, could there be until that was heartily recognised, and ways were found for practically accepting some of its implications. The time had not yet come to arrange for immediate peace. "I am afraid," said the preacher, "there is a long and difficult hour strikes." The offences of the enemy against the law of nations would have to be brought home to him. But the time to speak of peace would arrive, and who can but hope that bitter experience would have taught even the self-satisfied instigators of this war that they must undergo a change of mind and attitude for the future if they were to be received again into the comity of nations.

The collapse of the Balkan League after its overthrow of the Turks was a further proof that alliances based merely on self-interest did not endure, and it would be sad if the emergence of sordid considerations should even vitiate the union between Britian and her present Allies. Britain's leading motives were as nearly disinterested as ever led a great nation into war, and the crisis was bringing home to the whole Empire a sense of the duties as well as the privileges of the high place to which God has called it. What is wrong with our patriotisms is, not that they are too fervent, but that they become too deficient, aggressive, contemptuous. It may seem but a platitude to say that a man should be able to love his native land without magnifying it to the disparagement of every other. But is the attainment so common? no wonder the shallow cosmopolitan in reaction looked for the path to perfection in the obliteration of national distinctions altogether. The true path lies in the willing recognition of national life and interest in a common band amongst peoples each of whom is called of God to his place in the common service.

"Egypt My people, Assyria the work of My hands. Israel Mine inheritance." modernise the terms, realise the vision, and if it seems dim and far away in the present stress, all the more is it the object of Christian hope and effort. And if the Hebrew seer's words seem remote take those homely ones of the Ayrshire ploughman:—

"There let us pray that come it may, As come it will for a' that,—
"That man to man the world o'er, Shall brothers be for a' that."

JOTTINGS BY THE WAY.

A contemporary informs us that: "Within the last few days many rebels have been caught in Canton . . . General Lung Chi-kwong, among other precautions, has built a look-out tower." To watch the rebels as they come in, we take it.

* * *

Says the Director of Education's report; "The average attendance at Kowloon School was 52. Five German children left." And we wouldn't be one of the five for a good deal, if Kowloon youngsters are as frank and as fond of telling home truths as the Home boys of our own day.

* * *

An American paper has the following headline: "Suffrage makes no biological changes in woman's being, asserts Physician." Another of our illusions gone to smash through that physician's discovery.

* * *

In the advertisement columns of the same enlightening periodical we find attention drawn to a "German American Charity Ball." We wonder if, among the multitude of sins that charity proverbially covers, the sinking of the Lusitania is included. From all we hear of recent hyphenated doings in Manila, it evidently is. What a blessed thing it is to be of a forgiving spirit.

* * *

We believe there is no truth in the suggestion that Mr. Asquith cried aloud to the assembled Parliament, before it rose for Recess: "Now Gents; who's for the Cabinet? Don't all speak at once.

* * *

By the way, another Trans-Pacific headline: "Husband planned funeral as she lay ill, wife says. Read list of mourners to her, she charges in suit for separation." Against the headline as a headline we haven't a word to say. It is quite ideal. But what a horrid man the husband was. The world seems to have got "moral effect" on the brain just now.

* * *

The jimmiest announcement in the local press for the week ending May 29, 1915 is unquestionably that "a salient point" was captured near Ypres. We look to hear next that the gist of the Austrian army is flesing and that a digest of the Prussian guard was deleted; and, conversely, that the largest segment of responsibility for the war is Germany's.

* * *

"It was to be a conversation rather than an interview," writes a lady, describing, in a Philadelphia paper, her conversation with the King of the Belgians; "but it was to be given as accurately as possible to the American people." King Albert wasn't taking too many chances. He probably remembered the interview with Earl Kitchener.

* * *

A mercantile marine officer, well known on the China Coast, informs us that, when his ship was lying off somewhere or other in the Dutch Indies, the local tigers were so fierce that they swam through ten miles of sea to get at the people on board. Desperate things, these tigers.

* * *

"Feet, when exposed, are shocking to public morals," said the Mayor of Boston the other day. We don't go all the way with him, but we are certainly in favour of the Regulation which forbids such exposure on Blake Pier.

* * *

Our educated compositor says that Reuter's tale about aeroplanes being attacked by Italian air-guns "b'long all same lies talk; b'long too muchee bobbery. Air gun only ploper for makee shoot cats." The next time he sets up "posthumcusly" as "posthumorously"—as he did the other day—we're thinking of trying the effect of an air-gun on *him*.

* * *

Swelled head continues its ravages in the Colony "with undiminished vigour" (as Reuter would say.) We understand that it has reached, and affected badly, at least one of the Volunteer Reserve officers.

MESSRS SNOWMAN AND COMPANY'S REPORT.

Messrs. Snowman & Co's advices received from London dated 23rd April, 1915 are as follows:—

Since writing our last freight report of the 16th instant, although business is still exceedingly difficult to do, a large amount of chartering has been concluded at, almost in every instance, increased rates.

The general shortage of tonnage continues and with still further requisitioning by the various Governments there is not likely to be any relief from the present high rates for a long time.

Far East: Another neutral steamer has been closed from Vladivostock at 87/6 for beans to Holland or Denmark with special terms, and owners are refusing 87/6 to U.K. ports.

Philippines: No fixtures to report, but charterers are now offering improving rates in the endeavour to tempt owners from the rice markets.

Rice: There are numerous enquiries from Kobsichang, Rangoon, and Saigon, but rates offering are not yet up to owners ideas.

Java: Further tonnage has been taken at 80/- to Marseilles, and there is a good demand for boats.

Timecharter: There has been a fair business passing in this description of chartering, and there are still plenty of orders on the market both for delivery United States, Mediterranean, and U.K., with rates remaining very firm on account of the numerous enquiries for liner account. For a large steamer 18 months trading Atlantic trade, 10/- has been paid, and 15/9 to 16/3 has been paid on several occasions for single round trips from this side via United States. Handy steamers are in good demand for the European trade, and one or two boats have been fixed at round about 18/- with deliveries U.K. There are still orders in the market, not only for British account, but French and Italian charterers are also seeking tonnage for any period say from 6 to 12 months for Mediterranean Transatlantic trading, and for this 14/- can be obtained. With delivery States Charterers are asking for tonnage suitable for the conveyance of horses, and are offering unsuccessfully G$50 per head for 4/5 trips trading between Hampton Roads Portland range and Bordeaux, La Pallice, St. Nazaire, but owing to the fact that this description of steamer required for this business is scarce, charterers are finding a difficulty in securing tonnage. There are also other enquiries on the market for steamers giving delivery Canada for 6/9/12 months trading between Canada, States and the French Atlantic ports, but then again the River Plate charterers are open for a steamer with delivery States as early as possible for the run down to the Plate, or in case of need they would be prepared to take a steamer for the round voyage, for 4 option 6 months, May delivery States, redelivery States or U.K., transatlantic trading, 13/6 to possibly 14/- can be obtained for a large steamer.

Freight Circular.

Hongkong, May, 29. The general tone of the freight market has shown very little alteration and chartering business transacted since issue of our last report dated the 15th instant is insignificant, though it cannot be said that rates of freight—with the exception of Saigon and Bangkok to Hongkong—are actually ruling lower than when writing last, nor is the amount of available tonnage in any excess to the demand, limited as the latter has been, for some time past. As to time-chartering again a good business has been done principally for Bangkok account at very high rates, the record rate however being paid for the s.s. "Haiyang" 1302 tons net reg., $21,000.—per month, for 6 option further 6 months, delivery after expiration of her present charter in August/September next.

The North reports that there is still plenty of demand for tonnage and rates remain firm in all directions.

Saigon/Hongkong:—Arrivals have continued to meet with a declining rice market, chartering operations have been kept altogether suspended up to a few days ago. The local rice market since shows signs of improvement and fresh chartering on a small scale has set in again, leading to a couple of fixtures on basis of between 33 and 36 cents against 45 cents paid a fortnight ago for medium sized vessels, and just at the close a large carrier of 100,000 piculs has refused 33 cents for middle of next month loading.

Rice exports from Saigon from 1st January to 20th April amount to 248,300 tons as compared with 348,218 tons during the same period last year. Quotation stands for May/June shipment at $4.26 per picul f.o.b. against $4.14 for same time last year.

Saigon Philippines:—No tonnage being procurable locally at the rates offered by charterers, a few vessels under Timecharter to Saigon parties have "chipped" in, accepting 60/62 cents to 1 option 2 ports P. I. and 66 cents to Cebu, and another freight has just been taken out of the market by the regular Saigon Hongkong boats on basis of 30,000 piculs at 60 cents per picul to Cebu.

Bangkok to this:—Owing to the declining local rice market the berth rate has receded to 45 cents per picul for inside bar loading, but with the anticipated better rice market locally the rate should advance again shortly.

Newchwang/Canton:—The local bean market is still dragging, and only a solitary charter has come to pass for usual partcargo at 50 cents, same rate as last.

Coal Freights from Japan to this continue firm and $3.00 is freely offering to load at Moji.

Fixtures Reported:—Wakamatzu/Hongkong $2.75, Chingwantao/Hongkong $3.00, Port Courbet/Canton $4.25, and Hongay to Saigon, Private terms.—

Sail Tonnage on the Berth:—None.

CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph."]

(The Editor, of the *Hongkong Telegraph*.)

Sir,—As a seafarer who has spent a number of years trading to ports in China, I am placed in a difficult position when a newly arrived member of the profession meets me. He, naturally assuming that I am possessed of numerous shore friends, begs an introduction to someone in the treaty ports, and when told I am on terms of intimacy with no one with the exception of a 3rd class tide waiter here and there and who I expect to throw me over on his next promotion, He wonders what I was run in for.

The object of thus intruding on your space is to give the reason as it was told to me, Why a seafarer can never hope to aspire to terms of intimacy with any of his own race in any of the China coast ports.

A worthy old gentleman who had resided many years in China, and who now sleeps his last sleep in a little churchyard in a remote corner of Ireland, thus said:—In the dim past when the first European adventurers came to settle in China, they were for the most part rough, uncooth men lacking education and refinement. Continual intercourse with the cultured natives, in the end tended to modify the manners of these rough diamonds, and some of the laws of polite Chinese Society were adopted by them. One of these in particular, and which they have handed down to their present day representatives was; "That sampan and junk people as non-landholders had no moral or social standing amongst the community." Now for "junk" substitute "Shipping people" and you have in a nut-shell, the reason for the apathetic disdain in which all classes of seafarers are held, by the dwellers in the coast ports.

Meanwhile we seafarers despise their semi-Chinese culture, refuse to be deceived as to their high standing in the old country, and generally rub along quite comfortable with our own good selves.

Yours, etc.,
Barnacle.

DAIRY FARM NEWS.

BUTTER & CHEESE.

Owing to the abnormal prices ruling at present in Australia for Butter, and the rise in the price of Canadian Stilton Cheese, we have been compelled to advance our retail prices to the following:—

DAISY BUTTER	$1.10	per lb.
DAIRYMAID „	1.00	„
BUTTERCUP „	.90	„
PASTRY „	.80	„
CHEESE	.70	„

These prices have been approved by the Food Committee and will come into force on and after the 24th instant.

THE CIGARETTE AND TOBACCO FUND.

We have received the following from the hon. secretary of the Cigarette and Tobacco Fund:—

Amount acknowledged to May 25 1915	$5,006.11
List No. 15.—Kowloon Masonic Hall Lodge 648 S. C. ...	11.00
	$5,017.11
Amount expended ...	$4,866.07
Balance in hand ...	$ 151.04

As funds are much required to enable the Committee to forward further supplies, a few extracts from letters received from the brave fellows at the front are given to show the subscribers how much the gifts are appreciated.

France April 23rd 1915.

Bn. The King's (Liverpool Regt.)

May I thank you and the donors of the cigarettes and tobacco which we have just received, on behalf of the N.C.O's. and men of the 4 Platoon A Coy., H.L.R. We are at the present near the firing line and we appreciate the gifts very much, because English cigarettes and tobacco are unprocurable here. It is always nice to know that our kinsmen in the Colonies are thinking about us out here, but a little help of this kind is worth a heap of sympathy. Again thanking your kind thoughtfulness.

1st Battn Black Watch.
France 24th April, 1915.

On behalf of the N.C.O.s and men of the Black Watch I am writing to thank the donors for the handsome gifts of 10,000 Woodbine Cigarettes and 44 pounds of Plug Tobacco, which have arrived in good order, I can assure you the gifts are much appreciated and I should be obliged if you would convey our thanks to those who have so kindly subscribed towards the fund.

Expeditionary Force.
April 24th 1915.
B. E. Force.

We have been issued to-day with your kind and welcome parcel of cigarettes and tobacco which came in a most opportune time and we thank your subscribers most sincerely for their generous gifts.

B. Expeditionary Force:
Hospital.

Very many thanks on behalf of the sick and wounded for the most acceptable gift of 44 lbs. Plug Tobacco and 10,000 Woodbine Cigarettes which I can assure you, are much appreciated by them, and please convey their sincere thanks to the subscribers.

1st Royal West Kents.
22nd April 1915.

Very many thanks for the 10,000 Woodbine Cigarettes and 22 lbs. of plug tobacco which has been distributed amongst the men of the—Battn. The kindness and generosity of the subscribers at Hongkong is much appreciated by all ranks.

British Expeditionary Force.
Overseas Base.

On behalf of the men I have the honour to thank the kind subscribers to the fund for the very kind gift of Woodbine Cigarettes and plug tobacco and I need hardly say these are greatly appreciated by the fortunate recipients.

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

May	1	... ...	Tons 342
„	2	... ...	„ 379
„	3	... ...	„ 324
„	4	... ...	„ 369
„	5	... ...	„ 330
„	6	... ...	„ 389
„	7	... ...	„ 362
„	8	... ...	„ 357
„	9	... ...	„ 356
„	10	... ...	„ 419
„	11	... ...	„ 366
„	12	... ...	„ 332
„	13	... ...	„ 327
„	14	... ...	„ 328
„	15	... ...	„ 311
„	16	... ...	„ 316
„	17	... ...	„ 373
„	18	... ...	„ 320
„	19	... ...	„ 346
„	20	... ...	„ 334
„	21	... ...	„ 414
„	22	... ...	„ 411
„	23	... ...	„ 394
„	24	... ...	„ 357
„	25	... ...	„ 294
„	26	... ...	„ 334
„	27	... ...	„ 313
„	28	... ...	„ 332
„	29	... ...	„ 318
„	30	... ...	„ 324
Total to 30.h inst.			10,471
Daily average			349.04

TO-DAY'S ADVERTISEMENTS.

TOYO KISEN KAISHA.
s.s. "CHIYO MARU,"
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and SHANGHAI.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on 31st May, at noon, will be subject to landing charges and storage charges will be assessed on all Goods undelivered on 5th June at 5 p.m.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into the Godown, and examined on 9th June at 10 a.m.

No Claim will be recognised if filed after 12th June, 1915.

K. DOI,
Actg. Agent.

Hongkong, 29th May, 1915.

G. R.

ON HIS MAJESTY'S SERVICE.

Tenders are invited for the supply of

Carpenters.
Fitters.
Caulkers.
Platers.
Plumbers.
Blacksmiths & Hammermen.
Painters & Scrapers.
Shoemakers or Leather-workers.

to H.M. Naval Yard.

Forms of Tender can be obtained at the Chief Constructor's Office, H.M. Naval Yard, Hongkong, and should be filled in and returned as indicated in Tender Form not later than noon Saturday, the 12th June.

C. D. J. BELL,
for Chief Constructor.

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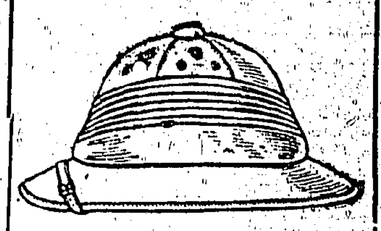
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BABY CARRIAGES
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WRIST WATCHES.
PRICES RIGHT.
As DIAMOND MERCHANTS we are LEADING in the East.

HEAR THESE NEW COLUMBIA DOUBLE SIDED RECORDS. SELECTIONS ON

2535	(a) White Birds (b) My Fairy Godmother	"Moon Magic"—Song Cycle :
2536	(c) Tears that Children Shed (d) Almond Blossoms	Mr. EDGAR COYLE, Baritone
2537	Mother o'Mine O, Come with Me in the Summer Night	EDOARDO DI GIOVANNI, Tenor
2534	Am I Alone? from "Patience" When I Go Out of Door, from "Patience" Sullivan) Duet by Walter Passmore and Robert Howe	Mr. WALTER PASSMORE,
2538	Thorn I Hear a Thrush at Eve	Mr. IVOR FOSTER, Baritone.

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Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA ...	19th June.	25th June.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc, and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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EASTWARD.

The S.S. "Itola," tons 5,257, Capt. Butler, will be despatched for Shanghai, Yokohama, Kobe & Moji on the 20th June.

WESTWARD.

The S.S. "Dunera," tons 5,389, Capt. Dickinson, will be despatched for Singapore, Penang & Calcutta on the 4th June.

The S.S. "Japan," tons 6,013, Capt. Seddon, will be despatched as above on 26th June.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

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Hongkong, May 27, 1915. Agents.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

MONDAY, 31st MAY.

10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

TUESDAY, 1st JUNE.

8.00 a.m. Honam. | 8.00 a.m. Heungshan.
10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

Single Fare by Night Steamer	$ 6.00
Return Fare by Night (available also for Return by day Steamer)	10.00
Single Fare by Day Steamer	4.00
Return Fare by Day Steamer	8.00

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MACAO TO HONGKONG

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 6th JUNE.

The Company's Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., & THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 583 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the:—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—
Subject to Alteration

Destination.	Steamers.		Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	§Fushimi Maru Capt. Irizawa	T. 21,000	THURS., 3rd June, at noon.
	§Hirano Maru Capt. Fraser	T. 16,000	THUR., 17th June at noon.
VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	§Aki Maru Capt. Noma	T. 12,500	TUES., 15th June at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	§Tango Maru Capt. K. Soyeda	T. 13,500	TUES., 15th June at 4 p.m.
	§Nikko Maru Capt. Takeda	T. 9,600	FRI., 16th July at 4 p.m.
CALCUTTA via S'pore, Penang & Rangoon	Kawachi Maru Capt. Kurozumi	T. 12,500	TUESDAY, 1st June.
BOMBAY via Singapore, Malacca and Colombo.			
KOBE	Sanuki Maru Capt. Tsuda	T. 12,500	MONDAY, 31st May.
SHANGHAI, Moji & Kobe	Iyo Maru Capt. Okamoto	T. 12,500	TUESDAY, 1st June.
NAGASAKI, Kobe & Yokohama	Nikko Maru Capt. Takeda	T. 9,600	SUNDAY, 13th June, a.m.
SHANGHAI, Kobe and Yokohama	Kamo Maru Capt. Shimizu	T. 16,000	WED., 16th June, a.m.

§ Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Fushimi Maru	25,000 tons	Thursday 3rd June
Hirano "	16,000 "	" 17th June
Katori "	20,000 "	" 1st July
Kamo "	16,000 "	" 15th July
Kashima "	21,000 "	" 29th July

FOR AMERICA.

Aki	Maru	12,500 tons	Tuesday	15th June
Tamba	"	12,500 "	"	29th June
Yokohama	"	12,500 "	Thursday	8th July
Sado	"	12,500 "	Tuesday	27th July

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
NEWCHWANG	Paoting	1st June at 3 p.m.
MANILA, CEBU & ILOILO	Chinhua	1st June at 4 p.m.
SHANGHAI	Luchow	1st June at 4 p.m.
NINGPO	Chekiang	1st June at 4 p.m.
SHANGHAI	Sinkiang	2nd June at d'light
W'WEI & TIENTSIN	Hulchow	3rd June at 4 p.m.
MANILA, CEBU & ILOILO	Taming	8th June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

☞MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

☞SHANGHAI LINE.—The Twin Screw steamers "Anhui," and "Chenan" and the S.S. "Kauchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36.

Hongkong 31st May, 1915.

SHIPPING

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilatjap	JAVA	...25th May	....S'HAI & JAPAN	...1st half June
Tjipanas	JAVA	...4th June	....JAPAN	...1st half June
Tjilaroemx	JAVA	...15th June	....S'HAI	...2nd half June

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574 York Building. [15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Tuesday, 8th June, at noon.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£60. " " £96.10.
" " " San Francisco £45. " " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANSANDEAN ROUTE TO BUENOS AIRES, ETC.

Kiyo Maru 17,260 - 15 knots Saturday, 10th July.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.
KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	14th May	22nd June at 10 a.m.
Empire	24th June	17th July "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity: All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching ...	W. C. Passmore.	TUES., 1st June at 1 p.m.
Haimun.....	A. H. Stewart...	FRI., 4th June at 1 p.m.
Haitan	J. W. Evans ...	TUES., 8th June at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

LOG BOOK.

Shanghai Tonnage Statistics.

The total number and tonnage of vessels entered at Shanghai during the quarter ended December 31, 1914 was 2,727 ships of 2,099,223 tons, a decrease, in spite of the war, of only fifty-two ships and 555,424 tons, over the same quarter of the year before. It was anticipated that the shipping trade would have suffered more heavily than this, and the present figures are reassuring. The total number of ocean steamers entered was 912 ships of 1,527,347 tons, a decrease of 171 ships and 546,064 tons from the previous quarter. Almost the whole of the loss, therefore, was in ocean tonnage. Of the total entered 40.4 per cent. was British, 27.8 per cent. Japanese, 19.9 per cent. Chinese, 4.3 per cent. American, 2.6 per cent. French, and Russian and Norwegian each 1.8 per cent. The total number and tonnage of river steamers entered was 304 ships of 471,047 tons being a decrease of five ships and 5,470 tons from the same quarter of the year before. Of the total 53.1 per cent. was British, 23.7 per cent. Japanese, 21.5 per cent. Chinese and other flags 1.7 per cent.

Two Prizes Chartered.

The steamers Rajaburi and Quarta, captured from the Germans, have been chartered from the British Government by the China Navigation Company for service on the coast and will be put into operation immediately. The Quarta, which was taken into Singapore, was taken delivery of there, Captain Hooker having been detained at that port to take command of her, while Mr. De Wolf will command the Rajaburi, which is lying in Hongkong Harbour.

The Tsingtau Floating Dock.

It is reported that the raising of the floating dock at Tsingtau is making good progress and it is anticipated that it will be again on the surface by the end of the month. The condition of the dock makes heavy repairs unnecessary and it is hoped to put it in commission within a short time of refloating.

N. Y. K. European Service.

The recent overture made by the Kobe Trading Union to the Nippon Yusen Kaisha to reinforce the latter's European service with a number of auxiliary boats has induced the Company to despatch the newly-constructed steamer Toyohashi Maru, which left Kobe on the 12th inst. for London, etc. She will be followed by the s.s. Tokushima Maru and Toyama Maru next June and July respectively. The O-aka Shosen Kaisha has also decided to despatch the s.s. Indo Maru to London shortly. The steamer freights for auxiliary boats of the two Companies are said to be far stiffer than those for liners.—*M. D. News.*

Routes For Shipping To Russia.

Concerning the shipment of freight to Russia via Siberia, American Consul Williamson at Dairen, Manchuria, has just cabled the department at Washington as follows: "For the shipment of goods from the United States into Russia via Siberia the chief difficulty is the lack of Russian railway cars going west. The only advantage in shipments via Dairen is the quick ship discharge. Dairen has the best facilities, but there must be taken into consideration the towing charges and the freight charges over the Japanese-owned South Manchuria Railway to Kwanchengtzu, where transfer is made to the Russian railway system. There is, of course, advantage in the Vladivostock route in that transfer from ship would be direct to the Russian railways."

Reuter's Melbourne correspondent says that Mr. Mahon, Honorary Minister in the Commonwealth Cabinet, is considering a scheme under which soldiers, at the end of the war, may be induced to settle in the Northern Territory.

Oysters, Fresh, Fried or Stewed
Findon Haddocks, Kippers &c.,
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship			On
SHANGHAI	Kwongsang†	Tues.,	1st	June at d'light
S'PORE, P'ang & C'outta	Namsang*	Wed.,	2nd	June at 3 p.m.
SANDAKAN	Mausang‡	Thur.,	3rd	June at noon.
HOIHOW & Haiphong	Loksang	Sat.,	5th	June at 7 a.m.
MANILA	Loongsang*	Sat.,	5th	June at 3 p.m.
W'wei & Tientsin	Cheongshing*	Sun.,	6th	June at d'light
MANILA	Yuensang*	Sat.,	12th	June at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan Jesselton and Labuan.

For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LTD.**
General Managers.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer.	Date of Departure
LONDON	Monmouthshire	End of June.

TRANS-PACIFIC SERVICE.
REGULAR SAILINGS TO VICTORIA VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.
Agents.

Telephone No. 215 Sub. Ex. No. 9. [9

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.
Agents.

Telephone No. 215. 14

TO SAIL

"INDRA" LINE LIMITED.

TO

BOSTON & NEW YORK, VIA PANAMA CANAL.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.
Agents.

Telephone No. 215, Sub. Ex. 9

Hongkong, 3rd March, 1915.

"GLEN LINE"

(McGREGOR GOW & Co.) LTD.

For London & Antwerp

Saloon passage Hongkong to London £40.

For freight or passage, apply to

SHEWAN TOMES & Co.
Agents.

Hongkong, 23rd July, 1914.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'les, L'don via S'pore etc.	Fushimi M.	N. Y. K.	3, June
Seattle	Hudson M.	J. M. Co.	3, June
London via Usual Ports of Call	Oriental	P. & O.	5 June
L'don, S'pore, via P'ang, C'bo, &c.	Nagoya	P. & O.	10, June
London & Liverpool	Netherby Hall	B. L. L.	16, June
London	Mon'shire	J. M. Co.	19, June

NEW YORK, SAN FRANCISCO AND CANADA.

New York via Panama Canal	M. Castle	D. & Co.	E. of May
San F'co via S'hai & Japan &c.	Siberia	P. M. Co.	1, June
Boston & New York via Suez	Tuscan P.	B. L. L.	10, June
San F'co via S'hai & Japan &c.	China	P. M. Co.	15, June
San F'co via Manila & Japan &c.	Manchuria	P. M. Co.	22, June
Delagoa Bay, D'ban, E. L'don &c.	Kathiawar	B. L.	23, June
South A'ca Ports expect Man'lo	Kiyo M.	T. K. K.	10, July
San F'cisco via M'la & Japan &c.	Nippon M.	T. K. K.	13, July

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	15, June
Australian Ports	St. Albans	G. L. Co.	22, June
Australian Ports via Manila	Changsha	B. & S.	25, June

SINGAPORE, COAST PORTS AND JAPAN.

Newchwang	Paoting	B. & S.	1, June
Ningpo	Chekiang	B. & S.	1, June
Singapore, Penang & Calcutta	Namsang	J. M. Co.	3, June
Shanghai	Malta	P. & O.	3, June
Sandakan	Mausang	J. M. Co.	3, June
Singapore, Penang & Calcutta	Dunera	D. S. Co.	4, June
Swatow, Amoy & Foochow	Huimun	D. L. Co.	4, June
Singapore, Penang & Calcutta	Tosa M.	D. S. Co.	4, June
Shanghai, Kobe and Yokohama	Kamo M.	N. Y. K.	6, June
S'hai, Moji, Kobe and Yokohama	Karmala	P. & O.	6, June
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	13, June
Shanghai, Y'hama, Kobe & Moji	Itola	D. S. Co.	20, June
Singapore, Mauritius, & South African Ports	Salamis	B. L. L.	25, June
Shanghai	Tjipanas	J.C.J. L.	Q. desp.
Shanghai	Tjitaroem	J.C.J. L.	Q. desp.
Shanghai	Tjikembang	J.C.J. L	Q. desp.
Japan	Tjilatjap	J.C.J. L.	Q. desp.
Shanghai	Tjimanoek	J.C.J. L.	Q. desp.
Shanghai	Tjibodas	J.C.J. L.	Q. desp.

TO SAIL

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK VIA SUEZ.

THE Steamship

"TUSCAN PRINCE"

5,275 tons, will be despatched as above on Tuesday, 8th June.

For Freight etc. apply to

THE BANK LINE LIMITED.
General Agents.

Hongkong, 29th May, 1915.

HONGKONG-NEW YORK-

AMERICAN ASIATIC s.s. Co.

FOR BOSTON & NEW YORK

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHEWAN TOMES & CO.,
General Agents.

MOVEMENTS OF STEAMERS.

ENGLISH MAIL.

The P. & O. s.s. MALTA left Singapore for this Port on the 30th May, at 9 a.m with the outward English Mails, and is due here on the 4th June, at about morning.

AUSTRALIAN MAIL.

The Australian & Oriental Line s.s. CHANGSHA left Sydney for Hongkong via Queensland and Philippine Ports on the 22nd instant and may be expected to arrive on or about June 16.

AMERICAN MAIL.

The P. M. s.s. SIBERIA will be despatched from this port on Tuesday June 1 at 1 p.m. for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

The P. M. s.s. CHINA sailed from Yokohama on Friday, the 28th May, for Hongkong, via Manila. The mails have been transferred to the Nippon Yusen Kaisha s.s. RANGOON MRAU, scheduled to arrive at Hongkong, June 9.

MERCHANT STEAMERS.

The I. C. S. N. s.s. LAISANG from Calcutta is due at Hongkong on the 6th June.

The I. C. S. N. s.s. SUISANG from Calcutta is due at Hongkong on the 8th June.

The S.L. s.s. MERIONETHSHIRE from London is due at Hongkong on the 25th June.

The S. L. s.s. RADNORSHIRE leave London is due at Hongkong on the 12th July.

The s.s. DUNERA from Calcutta left Singapore on the 26th May, morning and may be expected here on or about the 1st June, a.m.

VESSELS IN PORT.

Steamers.

Sangola, Br. s.s. 3,994, Milne, 13th inst.—Moji, 8th inst. Gen.—D. S. & Co.

Chengtu, Br. s.s. 1,226, Speed, 15th inst.—Bangkok 6th inst. Rice—B. & S.

Laomedon, Br. s.s. 4,268, H.W. M. Evans, 18th inst.—Shanghai, 14th inst, General—B. & S.

Rhesus, Br. s.s. 4,294, James Inkster, 19th inst.—Shanghai, 16th inst. Gen.—B. & S.

Childar, Norw. s.s. 1,102, Vils Hgosth, 21st May—Hoihow, 12th inst. Rice—T. & Co.

Chekiang, Br. s.s. 1,313, Cowan, 22nd inst—Hongay, 19th inst., Coal—B. & S.

Aldenham, Br. s.s. 2,410, G. Smith, 23rd inst.—Moji, 18th inst. Gen.—G. L. & Co.

Tjikini, Dut. s.s. Lap, 23rd inst. Saigon, 19th inst. Gen.—J.C.J.L.

Chongchow, Br. s.s. 1,203, G. Moos, 24th inst.—Swatow, 23rd inst. Rice—B. & S.

Siberia, Am. s.s. 5,655, A. Zeedor, 24th inst.—San Francisco, Gen.—P. M. S. Co.

Titan, Br. s.s. 3,730, J. W. Read, 25th inst.—Manila, 23rd inst. Gen.—B & S.

Daijin Maru, Jap. s.s. 699, Murakami 26th inst.—Swatow, 25th inst. Gen.—O.S.K.

Tacoma, Br. s.s. 4,036, Stewart, 26th inst. Shanghai, 23rd inst. General—S O. Co.

Namsang, Br. s.s. 2,591, H. E. Gelroy, 27th May—Kobe, 21st inst. Gen.—J.M. & Co.

Prometheus, Norw. s.s. 1,024, U. Jensen, 27th inst.—Bangkok, 19th May, Rice—T. & Co.

Chusan, Br. s.s. Robertson, 27th May—Bangkok, Rice—B. & S.

Haiyang, Br. s.s. 1,363, A. E. Hodgins, 27th May—Saigon, 23rd May—Chinese

Hongbee, Norw. s.s. 2,055, Eydom, 27th May—Singapore, 21st May, Gen—Chinese.

Pheumpenh, Br. s.s. 1,610, W.C. Bird, 28th inst.—Saigon, 24th instant Gen.—Order.

Hudson Maru, Jap. s.s. 3 738, 28th inst.—Moji, 23nd inst. Coal—M.B.K.

Chinhua, Br. s.s. 1,351, Lidford, 28th inst.—Manila, Gen.—B. & S.

Chiyuen, Chi. s.s. 1,177, Ross, 28th inst.—Canton, General—C.M.S.N. Co.

Chiyo Maru, Jap. s.s. 7,253, Wm. W. Greene, 29th inst.—San Francisco. 1st inst., Gen.—K.K.K.

Tjilatjap, Dut. s.s. 3.36 , F.v. Scheembeek, 29th inst.—Java, Gen.—J.C.J.L.

Daigi Maru, Jap. s.s. 697, S. Yakuchige, 28th inst.—Haiphong, 26th inst., Rice.—O.S.K.

Sanuki Maru, Jap. s.s. B. Tsuda, 29th inst.—Calcutta, 12th inst. Gen.—N.Y.K.

Sequoya, Br. s.s. 3,318, Grant, 28th inst. Calcutta, 16th inst. Ballast—S.O. & Co.

Benlomond, Br. s.s. 8,010, Webster, 29th inst.—Singapore, 23rd inst. Gen.—G. Livingstone.

Polyphemus, Br. s.s. E. Anowsmith, 28th inst.—Singapore, 24th inst. Gen.—B. & S.

TO SAIL

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.

s.s. "MINNESOTA." (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680 Feet. Beam 73½ Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong about end of June

For SEATTLE via MANILA, NAGASAKI, INLAND SEA, KOBE & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco Round Trip Tickets (Good for Six Months)	£36
Nagasaki to Seattle or San Francisco Round Trip Tickets (Good for Six Months)	54
Kobe and Yokohama to Seattle or San Francisco Round Trip Tickets (Good for Six Months)	33
Manila, H'kong, Shanghai or Japan Ports of call to London	46.10
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (Six Months)	65
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (24 Months)	109
Reduced rates to all Points in the United States, Canada, and Europe.	114

Luxurious Passenger Accommodation—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.
Prince's Building.

"ELLERMAN" LINE.

JAPAN, CHINA & STRAITS

TO

MARSEILLES, LONDON & LIVERPOOL.

For	Steamer	Sails.
LONDON & LIVERPOOL	...Netherby Hall	16th June.
MARSEILLES & LONDON	...City of Rangoon	26th July.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.
General Agents.

Hongkong, 29th May, 1915

TO SAIL.

FOR SEATTLE.

THE Steamship

"HUDSON MARU,"

sails on or about 3rd June.

For freight, apply to

JARDINE, MATHESON & Co., Ltd.
Agents.

Hongkong, 27th May, 1915.

TO SAIL.

THE INDRA LINE Ltd.

For Boston & New York, via Suez.

For Freight, Passage and Further Particulars, apply to:—

JARDINE, MATHESON & CO., LTD.,
Agents.

Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 23rd February, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins

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THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	RISE OF TIDE NEAPS
KOWLOON					
No. 1 Dock, Kowloon	700	(85' top, 70' bottom)	30'	7' 6"	
No. 2 Dock, Kowloon	577'	74'	18' 6"	7' 6"	
No. 3 Dock, Kowloon	554'	59' 3"	14'	7' 6"	
Patent Slip, No. 1 Kowloon	340'	60'	14'	7' 6"	
Patent Slip, No. 2 Kowloon	290'	60'	10'	7' 6"	
TAI-KOK-TSUI					
Cosmopolitan Dock	455'	85'	30'	7' 6"	
ABERDEEN					
Hare Dock	470'	54'	23'	7'	
Lamont Dock	270'	54'	13'	7' 1"	

TOWN OFFICE: 9 QUEEN'S BUILDINGS. Telephone No. 20, Hongkong.

Please Address Enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N., Kowloon Dock, Hongkong.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, MONDAY, MAY 31, 1915.

TO-DAY'S LATEST WAR TELEGRAMS.

ITALIAN COMMUNIQUES.

AUSTRIANS FIRE ON THEIR OWN FORT.

May. 31. 2.10 a.m

A Rome communique says: In the Tyrol, on the Trentino frontier, we occupied an important position at Amespezza near Storo. Our artillery in the Assiago plateau destroyed an armoured fort at Luserna which hoisted the white flag. The Austrian fort of Belvedere thereupon bombarded Luserna. Our artillery also destroyed a modern work at Cimavezza which was occupied by our infantry, who advanced and captured the village of Vezena. We occupied the Pass of Trecoci and the town and valley of Cortina Damlezzo in Cadore.

The Austrians along the Friuli frontier have long been strengthening, with numerous guns, the position on the left bank of the Isonzo, commanding the fords. They also strongly hold several points on the right bank, covering the town of Garizia.

Heavy rains have transformed the rivers into torrents, but the Italians continue to advance most vigorously.

DEATH OF MR. J. E. GRESSON.

Killed in Action.

We regret to announce that Mr. John Edward Gresson, of Messrs. Jardine Matheson and Co., Lieut. 3rd Cheshire Battalion, the Cheshire Regiment, was killed in action in Flanders on May 25.

Mr. Gresson came to the Far East in 1903 in the employ of Messrs. Jardine Matheson and Company, and until going Home his time was divided between service at the Hongkong Office and the Shanghai Office. He obtained his "per pro" in 1912 and went on leave in March last year.

At the outbreak of the war, he was staying with his brother-in-law, Mr. Gershom Stewart M.P., and he obtained a commission in the 3rd Cheshire Regiment. The deceased was about 35 years of age, a bachelor, and "an old Cheltenham boy." While in Hongkong he was a keen follower of racing, was both an owner and rider, and a very enthusiastic polo player. His chief recreation was riding and polo. He was prominently connected with the first Hongkong Dog Show in which he took a lively interest. He left Home for the front about the middle of March last and had seen some stiff fighting during the few weeks he had been able to serve his King and Country on active Service.

CATHOLIC CATHEDRAL.

Close of the May Devotions.

Yesterday the close of the May Devotions was observed in all the Catholic churches of the Colony. The final function took place at the Cathedral of the Immaculate Conception in the afternoon, when the building was crowded to overflowing. An outdoor procession had been planned, but the idea had to be abandoned on account of the rain. After the Rosary had been recited there was a procession of guilds and confraternities round the church, the choir meanwhile singing the Litany of Loretto and the *Magnificat*. At the end of the procession came Bishop Pozzoni in company with the newly appointed Bishop of Amoy who is passing through Hongkong.

After an impressive sermon on the Blessed Virgin by the Rev. J. R. Martins of the Macao Seminary, the service was brought to a close with Benediction.

TYPHOON WARNING.

We are indebted to the American Consulate General Hongkong for the following Typhoon Warning, the telegraph quoted below was received from the Manila observatory at 1 30 a.m. May 31, 1915. Cyclone or typhoon N. E. of Meiacesima. Moving N. N. E. or N. E.

HARBOUR OFFENCES.

Before Commander C. W. Beckwith R.N., at the Marine Court this morning, Acting Police Sergeant W. Pincott charged three boat-people with unlawfully using nets within the harbour limits for the purpose of lifting articles from the bed of the harbour on the 31st inst., and with unlawfully dredging rubbish in the harbour without permission. The first defendant was fined $10, while the others were dismissed.

Lance Sergeant A. J. Moody charged three coolies with unlawfully dredging rubbish in the harbour without permission on the 30th inst. Defendants were fined $5 each.

Lance Sergeant W. R. Sutton charged four boat-people with unlawfully failing to keep the yulus of their boats out of the water or rigged so as not to project outboard, while lying alongside the s.s. Yungus in the harbour on the 31st inst. Defendants were fined $10 each. While two other boatmen who were charged with unlawfully approaching within 150 yards of Stonecutter's Island, on 31st inst., contrary to regulations, were fined $5 each.

P. C. McFall charged the master of steam launch Hop On with unlawfully carrying 10 passengers on board his vessel, in excess of the number allowed by his licence, on the 26th inst. Defendant was find $20. While two boatmen who were charged with unlawfully using nets within the harbour limits, for the purpose of lifting articles from the bed of the harbour were fined $5 each.

P. C. Dyke charged the master of steam launch Sui On, with unlawfully carrying 13 passengers in excess of the number allowed, in the harbour, on the 27th inst. The case was adjourned until Friday.

Assistant Harbour Master Lt. Davey R.N.R., charged two boatmen with being within the limits of the danger flags off the Naval Yard Camber in the harbour on the 27th inst. The case was dismissed with a caution.

Lance Sergeant A. J. Moody charged five boat-people with unlawfully making fast their boats to the s.s. Saigon Maru whilst under way in the harbour on the 28th inst. Defendants pleaded guilty, and His Worship remarked that this is a serious offence and becoming much too common in this harbour, and it is a dangerous practice both for the ship and the boats themselves, a practice which must be stopped. The first defendant was fined $30, the second was sent to gaol for one month with hard labour, while the others were fined $40 each.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut-Col. A. Chapman V. D. State:—

Promotions.

H. E. the Governor has been pleased to promote 2nd Lieutenants L. H. Murphy and R. E. Lindsell to be Lieutenants, with effect from 25. 5. 15.

Appointment.

H. E. the Governor has been pleased to appoint Sergeant Major (Honorary 2nd Lieutenant) R. J. Stevenson to be 2nd Lieutenant, Engineer Company, with effect from 20. 5. 15.

Transfer.

Corpl. F. C. Coleman, from Centre Section M.G.Co. to H.K.V.R., dated 29.5.15.

Belchers Section.

Officers, N.C.Os. and men of this Section will return to ordinary duties with their own units, including guards but excluding drills, on days they are not doing duty at Belchers, commencing on 1st June.

Parades.

Parades for Tuesday, 1st June, 5.00 p.m. No. 1 Sec. Art. Batty, and Left Section M.G. Co.—10 pdr. drill at Headquarters. Sergt. McCubbin will attend.

5.30 p.m. No. 2 Sec. Art. Batty.—10 pdr. drill at Headquarters. Murray Parade Ground will be available for 10 pdr. drill (inspection) from 5.30 p.m. to 6.30 p.m.

5.10 p.m. Centre Section M. G. Co.—Section drill & Rifle exercises at Kowloon Docks, Launch leaves Statue Pier at 4.30 p.m.

5.15 p.m, Civil Service Co.—Rifle exercises & Bayonet fighting at Hdqrs.

5.30 p.m. Right Section M. G. Co. Drill at Headquarters.

5.30 Scouts Company (all N. C. Os. & men not on duty at Kowloon on 31st May or 1st June)—Aiming drill & Musketry exercises at Headqrs.

Detail.

On duty at Headquarters H. K. V. R.

On duty at Gun Club Hill, Kowloon, H. K. V. R.

At Kowloon (Detention Camp) on duty to-night No. 2 & 3 Sections Scouts Company. Officer on duty Lieut. Preston.

On duty to-morrow night Nos. 3 & 4 Sections Scouts Company. Officer on duty Lieut. Murphy.

VOLUNTEER RESERVE ORDERS.

Volunteer Reserve Order issued to-day, by Major Wakeman Commanding H. K. V. R. state.

Parade.

A. and B. Companies and Section 2 of C. Company will parade outside the Law Courts at 5.15 p.m. on Friday June 4. Dress drill order.

Recruits will parade under Sergt. Major Bond on the Cricket ground at 5 15 p.m. on June 2nd, 3rd & 7th. Dress drill order.

Appointment.

His Excellency the Governor has been pleased to appoint Private H.R.B. Hancock to be a supernumerary 2nd Lieutenant in the Hongkong Volunteer Reserve.

Posting.

Private R. Sutherland to B. Coy. Section 3.

OPIUM ON THE S.S. BEN LOMOND.

A Further Haul.

Not content with their ten thousand dollar haul on Saturday morning on the s.s. Ben Lomond, the energetic officers revisited the ship in the afternoon and worked in keen search until night. Their efforts were further rewarded by a find of 375lbs. valued at about $3,500. A barrel said to contain salt meat was found to contain opium, and six innocent looking paint tins were found to boast much more costly contents than colours—they also contained the drug.

LET THE WORKMEN KNOW.

EVERY MAN A FIGHTER OR WORKER FOR WAR.

By Austin Harrison.

Lord Kitchener's letter to M James Sexton is unquestionably a document of the highest State significance. Couched in the measured tones characteristic of the English soldier, he states tersely the situation, appealing to the patriotism of those working here for their comrades in the field.

It is a letter that the country may be proud of. No bombast, No attempt at coercion. Merely a few lines from our business organiser of war asking the men to help him in the interest of Britain.

Once or twice I have referred in these columns to the necessary of a Business Government; to the necessity, that is, of a single war administration, organising and energising the whole, as the speediest and most efficient way of ending the war. After eight months of fighting we are nearing the realisation of that condition.

The Germans are still holding a considerable part of France. Both Neuve Chapelle and the winter battles in the Champagne have proved how firmly the German armies are ensconced in their entrenched positions, what prodigious efforts still have to be made, on our part and on that of the French, if we are to dislodge them and drive them back, not only out of French territory, but out of Belgium.

What the Issue will Turn on.

In the coming struggle we shall be fighting on a scale never before known in our history. Not only will a million Englishmen be engaged in actual fighting, but the whole economic forces in the country will be strained to keep up munitions and supply the Expeditionary armies; and the issue will turn on our stamina and productive capacities.

It is here that our voluntary system stands on its trial. The majority of people in Britain are apt to opine that the Germans are virtually beaten; that, as we have the money and the command of the seas, therefore the crisis is over and the end a certainty; and they think so because the Press has not been allowed to enlighten them as regards the actual military position and the immense powers and resources of the enemy.

The truth is that for us the war is just beginning—it may be said to have begun with the battle of Neuve Chapelle. Within the next three months we and the French will make a great combined effort to break through. There are certain to be struggles of an unprecedentedly fierce and costly kind, casualty lists that may well appal us. We must expect them.

Nor is it to be imagined that one big effort will settle the matter. In modern conditions war is terribly destructive and relatively indecisive. Owing to the huge masses of men employed, battles cannot be conducted to a definite conclusion. The contending forces hammer away at one another till exhaustion sets in; there is no one positional movement; there is no one all-determining strategy; here and there the battles rage, with fluctuating successes; nor can armies be followed up, as in the old days, and annihilated.

In the face of these disabilities, due to artillery, trenches, the difficulties of supply, and the immense numbers of men engaged, progress is slow. The offensive has become doubly costly. All the time stagnation threatens the offensive mobility and directness.

What the Summer will Bring.

It is ineffably sad to think that this summer can only bring death and horror to hundreds of thousands of men; that as Spring comes and the flowers bloom in the fields, the flower of the human race will be bent on slaughter and destruction; but so it will be. Already the Germans are calmly discussing the advisability of incorporating Belgium as part of the German Empire.

We may dismiss as bluff the talk about German starvation. The theatres are playing in Berlin. The German newspapers show quite a good proportion of advertisements. There will be no economic collapse in Germany. Only brutal force will lead to the necessary decisions, only a greater intensity and application of violence on the part of the Allies will expel the Huns from Belgium.

Hitherto our wars have been sporting expeditions. Even the Boer War was merely a campaign compared with this war. Our tradition as an island people prevents us from thinking singly and so acting singly. Even to-day we rely on advertisements to enrol soldiers; we trust to the good sense of England; our Government still remains in the background, both as recruiting sergeant and business organiser. We are asked, each of us, to do our bit.

It must be admitted that the spirit of Britain has responded magnificently. But there are still individualist and disintegrating forces in the land, dimming the national clearness, naturally enough in the absence of a controlling direction. Optimism has obscured the truth. For years we have avoided facing unpleasant things, as we know from our stage and fiction, our unwillingness to welcome new ideas or innovation, the Peter Pan attitude generally.

And it is a source of weakness. We dislike being told to do things. We much prefer to do them if we want to. Our natural peaceful proclivities are, in short, a bad nursery for war which upsets all our theories and institutions. The Man in the Street thinks he has something to say. And it is for that reason we hate conscription.

Fighter or Worker for War.

The time, however, has come when the country has to make up its mind either to have a compulsory war system and administration or what amounts to a compulsory voluntary attitude, from which there can be no defections. It would be dangerous to allow any longer economic disputes between Capital and Labour because the successful conduct of the war depends upon unanimity in all branches of the State and among all classes.

We shall be tried to the fullest stretch of our fighting and productive capacities. Opposed to us is the most scientifically organised fighting machine the world has ever known. Every German forms part of it, as soldier or producer. There is no waste of energy. Each man is docketed a fighter or a useful maker of war material. We have to deal with some seven million German fighters. Behind them, Germany fights as one economic machine, in every way as important, in every sense as hostile. To beat that organisation we have to prove ourselves the superior.

The workmen who strike have naturally no knowledge of Germany; they know nothing about her enormous resources; but they reckon they have the right to form an opinion, because, as a nation, we claim that right whether the subject be war, economics, art, or literature. I do not blame them.

Authority is still curiously silent about the stupendous gravity of the situation. With the exception of a few splendid speeches by Ministers, the working man has been left to find out for himself the reason and nature of the war.

Where is John Burns?

In vain one looks round for John Burns. Where is he? What is he doing? In vain one awaits the Great Poem, the Great Orator, to make the circuit of England. A deep silence has fallen upon us. Writing largely to order, the Press does yeoman lip service, but optimism leads to slackness: We have begun to clap too soon. I think we have made a great mistake not to take the working classes more into the national confidence.

Nothing would be simpler. In the Press, on the platform, the war would be carefully explained. The working-classes should be told that this is no ordinary war which a great battle or two will end, but a war of racial conquest which can only now terminate with racial destruction.

Every man working in the shop, in the docks, in the factory or forge on the manufacture of war material is assisting England and the Allied cause every bit as much as his fellow countryman at arms. Let us do away with the fife and drum business and tell him so. He is quite as valuable as the man with the rifle, quite as indispensable.

It is time we "chucked" the "international final" attitude as the speciality of Britons. Bravery is the stock quality of modern armies as the war has shown. The Germans, the French, the Russians and Servians, the Belgians are giving proof daily of a courage, a spirit of national devotion and self-sacrifice unexampled in history. But we cannot all fight; nor are all the Germans fighting either.

They know better.

Their useful men they keep for the machine. The skilful engineer is kept at home in the shop, rated as the equivalent to a first-rate colour-sergeant. They want colliers—they keep them. But those who remain behind are not jeered at for that reason. The German is not called a hero because he goes to the front. He goes naturally—when he is called, and not before.

Enlightening the People.

That is the system we need here. It is what conscription would give us. Our workmen have not the natural instinct for war, i.e., discipline, that the German has. He realises that big profits are being made. He reads his paper and learns that the Germans are always getting "whacked"; he reasons accordingly. He does not know the truth because no one has told it to him. He is somewhat sur-excited—we are all to-day sur-excited. He sees no cause to "slave." If the "master" makes, why should not he?

It is our fault, not his. Had the Government devoted itself to the enlightenment of the working-classes with half the organisation and zeal that it lavishes upon them in times of a General Election, there would be no strikes and shirking. But this the human side, it neglected, trusting to its proverbial policy of "wait and see." The leaders of Labour broke down somehow at the outset. Labour has run itself ever since—has lost the perspective of the situation. And small wonder.

To me it is astonishing that one of our eloquent Ministers has not grasped the unequalled opportunity presented to him—to become the fighting spokesman of England. There never was such a chance for a man with good lungs and a demagogic manner.

Every week Grey or Lloyd George, Asquith, or Churchill ought to go north and make a speech—report the progress, explain the requirements, light the beacons of warlike enthusiasm. It is positively monstrous that Ministers should be so remiss as to their responsibility that Lord Kitchener, who has enough on his shoulders, should be requisitioned to write a solemn letter to a Labour leader about "ca canny" methods of obstruction.

Every Shirker a German Bullet.

This is the point. Not only have we got to put up the greatest fight in the annals of all time, but we have got to set about producing on a scale never even conceived of. In the war against the Huns all class distinction, all creed, yes, and all sex vanish. Every man who [illegible] novels coal helps like every man in a patrol ship. The men won't want medals. This is not an affair of newspaper or social glory. We fight for our life's continuity, for all that England means, for all that an Englishman values.

The man who strikes has the right spirit. Absurd to blame him. But to-day he must know that every shirker in the shop is a German bullet in the heart of an Englishman. To strike, and thereby hold up munitions of war, is to shake the hand of the bloody Hun. To impede our fighting output is to wear the Kaiser's uniform. To cry "ca canny" is to proclaim oneself a traitor.

Let the workmen know this. When the war is won the soldier will clasp the hand of his mate who worked for him at home with an equal pride, and there will be one honour. Together they will have saved Europe from disgrace and thraldom. Divided working from different points of view, that is, they may yet go down, and with them there would go Belgium, France, and the very ideas of Liberty, heralding the fall of Britain.

HONGKONG HEALTH RETURN.

Nine Cases of Plague.

During the week ending May 29, there were nine cases of plague reported, seven fatal, all Chinese. Since the beginning of the year 45 cases of plague have been reported out of which there were 45 deaths. There were also one case of enteric fever, British, reported and one case of small pox, Chinese.

DRIVER SAVES TRAIN.

Wreckers Escape After Dastardly Act.

A railway outrage was attempted this morning on the Glasgow, Barrhead, and Kilmarnock joint line between Kilmarnock and Glasgow.

The driver of a train approaching the viaduct at Stewarton noticed something wrong with the signal, and, drawing up the train, found on further investigation that two railway chairs had been placed upon the line, while two men were seen making a hasty disappearance.

The police are pursuing inquiries, but no arrests have yet been made.

Chinese Commits Suicide.

Shortly after one o'clock this afternoon when the Aberdeen launch, on its return to Hongkong, was a little way out, a Chinese on board, apparently suffering from some injury to his hand suddenly jumped over board. The launch was put about and search made for the unfortunate man, but without success. The launch returned to Aberdeen and reported the occurrence to the Police, before resuming its journey to Hongkong.

"Tirpitz Strafe England."

April 19. The fiftieth anniversary of the day on which Admiral Von. Tirpitz joined the German navy is to be celebrated in Germany on April 24, says the *Morning Post*. Already postcards have been printed bearing the dates April 24, 1865, and April 24, 1915, and the words "Von Tirpitz strafe England" and the Admiral's portrait.

THE HONGKONG TELEGRAPH

SECOND EXTRA

HONGKONG, MONDAY, MAY 31, 1915.

TO-DAY'S LATEST WAR TELEGRAMS

THE NEW CABINET.

THE UNDER SECRETARIES.

May 31, 3.45 a.m.

Appointments to the New Cabinet include among the Under Secretaries: the Labour Member Mr. William Brace (Home Office), the Right Hon. H. J. Tennant (War Office). Financial Secretaries: the Right Hon. T. J. Macnamara (Admiralty), Mr. H. W. Forster (War Office). Parliamentary Secretaries: Mr. E. G. Pretyman (Board of Trade), Mr. Hayes Fisher (Local Government Board), Mr. C. Addison (Munitions), Mr. J. W. Gulland and Lord Edmund Talbot (Treasury); the Labour Member Mr. George Roberts (Secretary to the First Lord of the Treasury).

Mr. Charles Roberts is made Comptroller of the Household.

The Government now consists of twenty-six Liberals, eighteen Unionists, three Labour Members and one non-party Member.

ROYAL MESSAGES.

May, 31 3.45 a.m.

King Victor Emmanuel telegraphed to King George that the ancient traditional friendship between the English and Italian peoples was strengthened by the bond of blood.

King George replied that he was deeply gratified that the two countries were closely allied in a great and noble cause and he feels confident in their success.

THE JAPANESE MINISTER AND MR CHURCHILL

May 31, 3.45 a.m.

The Japanese Minister of Marine has telegraphed to Mr. Winston Churchill. "The co-operation of the English and Japanese Navies owes much to your efforts." Mr. Churchill replied that the comradeship and goodwill of the two navies would assuredly continue. He concludes "All goes well."

ANOTHER STEAMER SUBMARINED.

May 31. 3.45 a.m.

The steamer Glenlee, bound for Aden, was submarined in the Channel. The crew was saved.

PEKING NEWS.

Vice-Admiral Li Ho and Christianty.

Peking, May 18: By a Presidential Mandate issued last night, Vice-Admiral Li Ho, Vice Minister of the Navy, has been ordered to vacate his post for another appointment in the Presidential Mansion while Rear-Admiral Tsao Chia-hsiang, who was the first Commissioner of the Tientsin Police Force under the President when H. E. Yuan was Viceroy of Chihli immediately after the handing over of the administration by the Powers, has been appointed his successor.

In the Mandate, nothing is mentioned about the recent incident when Vice-Admiral Li Ho, who is of the Christian Faith, refused to prostrate before the tablets of the ancient National Heroes, Kuan Yu and Yuen Fei, in taking his oath of allegiance to the Republic, but it is believed his dismissal from the Ministry of the Navy has something to do with this on the ground that the Government maintains that the Presidential Mandate issued some time ago commanding all military and naval-men to worship these two National Marshals in the hope of resuscitating the ancient martial spirit of the Chinese masses must be upheld and that it will set a bad precedent if Admiral Li is allowed to disregard it in any circumstances. The dismissal of Admiral Li is said to be due to the insistence of the high military and naval authorities regardless of the officers religion, but who say that once he entered into the Army or Navy of the Chinese Republic he must worship the two Marshals as ordered by the Chief Executive.

The Hankow Riots.

The Government has received a report from the authorities at Wuchang and Hankow to the effect that on the evening of the 13th inst. the Japanese residents at Hankow celebrated the victory of their country over China in the Sino-Japanese negotiations and the offensive characters in Chinese "Tao-hsieh-Chung-kuo" or "thanking the Chinese Nation" for accepting the Japanese ultimatum, were written in big characters in pieces of cloth and hoisted in front of several Japanese shops. On account of this, the Chinese residents of Hankow at once extinguished their lights in order to show their sorrow, the national shame day corresponding to the Japanese jubillation. At this moment, some irresponsible Japanese issued a pamphlet saying that a torch procession was to be held in the Japanese Concession for the celebration of the Japanese victory over China in diplomacy etc., there was soon a riot in which the doors and windows of two small Japanese shops in the Russian Concession and one in the Japanese Concession were partly destroyed. Nothing more was done by the rioters who were immediately dispersed by the Foreign Volunteers and police force. Reports have been received of the slight wounding of three Japanese in the fray, and urgent orders have been issued to the Chiengchun and the Civil Governor at Wuchang to arrest and punish any person or persons who create anti-Japanese, riots. The people are given to understand that the Sino-Japanese negotiations have been peacefully settled by mutual retrocession in the terms and that in the interests of the two countries, both Chinese and Japanese should live in harmony and peace hereafter. The authorities are empowered to execute any evil doers or rebels who commence riots merely for their personal ends.

The riots occurred in foreign concessions in the same way as the boycott riots in Shanghai so that the Chinese authorities are powerless to arrest the rioters for penalties. The proposed torch light procession in the Japanese Concession did not take place that night. Peace was perfectly restored the next morning by foreign and Chinese officials.

The Sino-Japanese Protocol.

The Japanese Minister paid a visit to the Waichisopu yesterday afternoon for the purpose of comparing the Japanese text of the new Sino-Japanese Protocol with the Chinese text prepared by the Chinese Government. Some corrections will be made in the Chinese text to suit the wishes of the Japanese and the Protocol will be compared again next Monday or Tuesday and it will be signed in Peking by Mr. Hioki and Mr. Lu about the 30th, inst.

During the last several days, Japanese vernacular papers and telegrams have reported the existence of a secret agreement concerning certain parts of the negotiations etc.. The Chinese authorities enphatically deny this and claim everything is known to the whole world and there is nothing underneath the table. The fixed policy of China is to preserve her plenary political independence and territorial integrity and the Treaty rights of other powers. This misleading statement should be dismissed as absurd and nonsensical by both westerners and Chinese. China is not so stupid as to sign anything secret with Japan.

A DEPORTATION ORDER.

Act of Governor-in-Council to be Questioned.

This afternoon in the Supreme Court, before the Chief Justice, Sir William Rees Davies, an application for a rule nisi, calling upon the Captain Superintendent of Police to show cause why he should not produce Lo Tsz Shau alias Lo Hing-Chung for his discharge, was made by Mr. F. C. Jenkin, instructed by Mr. C. F. Mason.

Mr. Jenkin stated that Lo Tsz Shau who was now detained by the Police at the Central Police Station under a deportation order issued by H. E. the Governor under the Deportation Ordinances 1912—1914 was an interpreter in the office of Messrs. D'Almada and Mason. The applicant was a British born subject and was also registered as a British subject in the British Consulate in Canton. If the Government were proceeding under the Peace Proclamation, the answer was that the applicant was a natural born British subject, and if under general provisions, he had secured the certificate of his birth and registration at the British Consulate. These were complete answers to either provision under which the order might have been made.

His Lordship granted the application, the rule to be returnable on Wednesday morning, subject to the convenience of the Attorney General.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. BANDA arrived at London on the 29th May.

The s.s. GLENTURRET from London is due here on Thursday, the 3rd June, evening.

WAR ITEMS.

Tsar and Workmen.

Petrograd, April 15.—The Tsar at two o'clock this afternoon proceeded to the Putiloff shipyard, where the enormous population of the Putiloff suburb, nearly eighteen thousand people, turned out to greet his Majesty, acclaiming him with prolonged cheering. The Tsar visited various workshops which were making munitions of war, and had a Whitehead torpedo tried in his presence. His Majesty was photographed with the workmen after having spent three hours and a half among them. Upon leaving the Tsar thanked the men for the zeal they were displaying in carrying out the urgent orders for munitions and in working even during the Easter holidays. The men gave his Majesty an enthusiastic send-off.—Reuter.

Ammunition Expenditure.

The British troops used to blow up the German position on Mont St. Eloi 6,000 kilogrammes (13,000 lb.) of dynamite. It is stated in military circles that 7,000,000 rifle cartridges and 7,000,000 machine gun cartridges were used daily by the Franco-British forces in the battle of the Marne, and that they fired 180,000 shells daily. The French Commander-in Chief, General Joffre, notified his Government in November last that he was unable to commence driving the Germans out of France until he had a steady supply of 200,000 shells a day. He was promised that this supply should be available from May 1.

Growing Wheat for the Empire.

Winnipeg, April 10. The seeding of the greatest crop on record is well started in Northern Saskatchewan and parts of Southern and Eastern Alberta. It starts next week in Manitoba and Southern Saskatchewan, and in a fortnight in Northern Alberta. Throughout the prairies the farmers are on the land, in some cases sowing seed provided by the Dominion or the Provincial Government.

The dominant thought is to aid the Empire to meet Great Britain's needs. Increased acreage is reported everywhere. The conditions are ideal, the ground being moist and the weather warm.—*Reuter*

THE WAR.

COUNTRIES ENGAGED.

Germany	against	Britain.
		Russia.
Austria		France.
		Belgium.
		Japan
Turkey		Servia.
		Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

PRINCIPAL EVENTS.

June 28—Archduke Francis Ferdinand assassinated.

July 23—Austria sends an ultimatum to Servia.

July 31—Russia orders general mobilisation.

Aug. 1—Germany declares war on Russia. French Cabinet orders general mobilisation.

Aug. 2 — German forces enter Luxemburg. Germany demands free passage through Belgium.

Aug. 4—England sends ultimatum, demanding observance of Belgian neutrality. Germany rejects ultimatum. German troops attack Liege.

Aug. 5.—England announces a state of war with Germany.

Aug. 7.—Germans enter Liege. French invade southern Alsace.

Aug. 8. — Italy reaffirms neutrality.

Aug. 15.—Austrians enter Servia. Japan sends ultimatum to Germany.

Aug. 17.—British expeditionary force completes its landing in France.

Aug. 19—Beginning of battle of Lorraine.

Aug. 20—Germans enter Brussels.

Aug. 23—Germans enter Namur and begin attack on Mons.

Aug. 24—British begin retreat from Mons.

Aug. 25— French evacuate Mulhausen.

Aug. 26 — Non-partisan French Cabinet organised. Germans take Longwy

Aug. 27 — Louvain burned by Germans. Japanese blockade Tsingtau.

Aug. 28—Battle of Heligoland.

Sept. 2—German advance reaches Senlis, thirty miles from Paris, and swings eastward. French Government moves to Bordeaux.

Sept. 3—Russians occupy Lemberg.

Sept. 5—Battle of the Marne begins.

Sept. 7—Maubeuge taken by the Germans.

Sept. 12—German retreat halts on the Aisne.

Sept. 20 — Germans bombard Rheims and injure the famous Cathedral.

Sept. 22 — German submarine sinks British cruisers Aboukir, Cressy, and Hogue. Russians capture Jaroslav and invest Przemysl.

Sept. 26—British troops from India land at Marseilles.

Sept. 28—Germans begin siege of Antwerp.

Oct. 2 — Germans defeated at Augustowo.

Oct. 5—Belgian Government removed from Antwerp to Ostend.

Oct. 7—Bombardment of Antwerp begins.

Jan. 8—French advance across Aisne, north of Soissons.

Jan. 13—Turks occupy Tabriz. Count Berchtold resigns.

Jan. 19—German air fleet bombards Yarmouth and other Norfolk coast towns.

Jan. 21 —General Falkenhayn, German War Minister, resigns.

Jan. 24—British naval victory in North Sea: the Blucher sunk.

Jan. 26—Germans lose two battalions at Givency and Cuinchy.

Jan. 31 —Germany inaugurates submarine raids on British shipping.

Feb. 3—German destroyer sunk by Russian submarine off Denmark. German auxiliary cruiser sunk off Patagonia.

Feb. 5—Turks attempt to cross Suez Canal.

Feb. 6—Allies resolve to unite financial resources.

Feb. 8—Total British casualties 104,000. Turks retreat from Suez Canal.

Feb. 10 —Germans execute the rebel Maritz.

Feb. 17 —Canadian contingent lands in France.

Feb. 20-27—Over 10,000 Germans surrender in France.

Feb. 27.—Allied Fleet enters the Dardanelles after destructive bombardment.

Oct. 9—Antwerp occupied by the Germans.

Oct. 12—A Boer commando in the Cape Province mutinies.

Oct. 13 — Belgian Government transferred from Ostend to Havre.

Oct. 14—Allies occupy Ypres. Battle begins on the Vistula.

Oct. 15—Ostend occupied by the Germans.

Oct. 16—British cruiser Hawke sunk by German submarine.

Oct. 24—Ten days' battle before Warsaw ends in German defeat.

Oct. 27 — Russians reoccupy Lodz and Radom.

Oct. 29—Turkey begins war on Russia by naval attacks on Odessa and in the Crimea.

Oct. 30—Col. Maritz, rebel leader driven out of Cape Colony.

Nov. 1 — German naval victory off the coast of Chili.

Nov. 3—German squadron makes a raid on British coast near Yarmouth.

Nov. 4—German cruiser Yorck strikes mine in Jade Bay and sinks.

Nov. 5—England and France declare war on Turkey. Dardanelles forts bombarded. Russians reoccupy Jaroslav.

Nov. 6—Tsingtau surrenders.

Nov. 7 — Russians enter East Prussia.

Nov. 10—The Emden destroyed.

Nov. 11—Germans capture Dixmude.

Nov. 12—Russians occupy Johannisburg in East Prussia.

Nov. 19 — House of Commons votes a new army of 1,000,000 men. More than 1,100,000 men already under arms, exclusive of Territorials.

Nov. 23—Russians surround German corps south of Lodz.

Nov. 26—British battleship Bulwark destroyed by explosion in the Medway River. Germans break through Russian circle near Lodz.

Dec. 1—German Reichstag votes new credit of five billion marks. King George in Flanders.

Dec. 2—Austrians occupy Belgrade. Gen. De Wet captured.

Dec. 3—Servians turn on Austrians in three days' battle which ends in a notable Servian victory.

Dec. 6—Germans occupy Lodz.

Dec. 8—British naval victory off Falkland Islands. British occupy Bussorah, in Asia Minor.

Dec. 9 — Gen. Byers, Boer leader, killed at the Vaal River.

Dec. 13—British submarine sinks the Messudieh in Dardanelles.

Dec. 14—Servians capture large Austrian forces.

Dec. 15—Austrians evacuate Belgrade.

Dec. 16—German cruisers bombard Scarborough and Hartlepool.

Dec. 18 —Egypt proclaimed a British protectorate. Gen. Botha regards Boer rebellion as at an end.

Dec. 20-26—Severe fighting on the line of the Bzura River.

Dec. 22—French Parliament assembles.

Dec. 23—French Chamber votes war credit of £340,000,000.

Dec. 25—British naval and aerial raid against Cuxhaven.

Dec. 28 — French occupy St. Georges, near Nieuport.

Jan. 1, 1915—British battleship Formidable sunk in the Channel.

Jan. 3—French capture Steinbach.

Jan. 3-4—Russians win decisive victory over Turks in the Caucasus. Russians overrun Bukovina.

Mar. 1—House of Commons votes supplementary credit of 37 millions and a fresh credit of 250 millions.

March 8.—British aeroplanes attack Ostend.

March 9.—Second Canadian contingent lands in England.

March 3-10.—Four German submarines accounted for.

March 10.—British capture Neuve Chapelle.

March 14.—Announced that German losses in La Bassee region total 10,000 in three days.

March 14. — German cruiser Dresden sunk off Juan Fernandez Island.

March 16.—Sir John French estimates German losses in La Bassee region to be 17,000.

March 18.—British battleships Irresistible and Ocean and French battleship Bouvet sunk by floating mines in Dardanelles. Admiralty announces that it has reason to believe the Karlsruhe was sunk off the West Indies in November.

March 19.—Russians enter Memel, East Prussia.

March 21.—Futile Zeppelin raid on Paris.

March 22.—Przemysl surrenders to the Russians.

March 24.—British airmen carry out successful attack on German submarine works at Hoboken.

March 25.—German submarine U29 sunk with all hands.

March 29.—Russian Fleet bombards the Bosphorus. German submarine sinks West African liner Falaba.

March 31.—Australia offers another contingent.

April 6.—His Majesty the King forbids consumption of wines, spirits and beer in any of his houses.

April 8.—Prinz Eitel Friederich interned in Norfolk Navy Yard, U.S.A.

April 12.—Kron Prinz Wilhelm puts in at Newport News. Announced that second Canadian contingent will be despatched in the near future.

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Anderson G E	Joseph E
Avery W H	Johnston J
Atherley J E	Jones H A
Backhouse H	Kales F H
Bell C D J	Kulka F
Bellilios, Mrs E R	Kay J A
Bopp E	Lambert E B
Beckingsale L	Lley J G T
Baring J H	Layseca C
Brinkworth G	Lawson H F
Bouman G C	Marriott Dr & Mrs O
Cassel Capt L	Mayor Mr & Mrs C E
Clayton W E	Mehta K B
Cheetham H	Mody Mr & Mrs J H
Catlin H	N
Crone F L	Mann Mrs R R
Duffy Miss M E	Middleton G S
Davis Mr & Mrs F E	Mereoki J
Donnison Mr & Mrs J M	Mancine C
	Morse Capt G
Derteano Mr & Mrs	Murphy J A
Dell G H	Neighbour W R
Darby Mr & Mrs W G	Ormiston J
	Pitcher A J
Ehrhardt Capt W	Reay, Miss F
Evensen E	Ray, E. H
Ehrenfels H E	Rayner Lt Col and Mrs
Denman Fuller	
French Capt & Mrs E M	Randall Mrs J A
	Rowell J P
Fitzwilliams D G H L	Raymond J P
Fielding Mr & Mrs H M	Richardson G A
	Smith W H
Gibb J	Selby V
Gould Mr & Mrs J	Swaffield H E
Goulbourn V	Smith Mrs A G
Griffiths H L	Steckmest S
Gallwazzi R	Seemullar H E
Gregory T W	Speed Capt J
Goodrich C L	Taylor Mr & Mrs J W
Gordon A C	
Hollingsworth A H	Tisdall G
Hodo W J	Tisdall Mrs E W
Hewett Hon M E A	Troy A L
Hall Capt T P	Valin Dr & Mrs H do
Hannibal Mr & Mrs W A	White F W
	White Mr & Mrs H L H
Heise A	
Hanson A	Wood G G
Hodgins Capt A E	Wolf Mr & Mrs A
Irving E A	Wood Mrs R F
Joseph E M	Ward J G
Joseph S M	Webb Mr & Mrs B
Jones M T	Zieder Capt

Kirg Edward Hotel.

Almond Mrs R	Jones S A
Band r C	Keay W E
Barclay Mr & Mrs E	Lambert Mrs
Beale Mrs	Lauretsen Mr & Mrs C
Bettison Mr & Mrs W H	Lee W D
Bingham	Lennox Miss
Brook D E	Lennox J
Brown C W	Macdonald Major D
Budge W	Passmore Mrs W C
Chipp C N	Millar A
Claxton A A	Mollison Mr & Mrs G
Cooke Mrs F L	Murphy H
Cooke Miss J F	Nakai R
Cooke Master G M & J F	Nelson Dr F.
	Pearman Mr & Mrs
Counse A	Radford H
Cossart Mr & Mrs	Ramsay Mrs R A
Dutton Mr & Mrs G A	Richardson Mr & Mrs
	Richardson W
Feeney I	Rigge Mr & Mrs H E
Foy Mrs A	Robson Mrs
Fyfe A A	Robertson
Georgeson	Robertson Mr & Mrs
Graham W E	Sarre C C
Hardiman A	Soper C H
Hanse Mr & Mrs	Stewart R
Hashimoto F R	Sylvester Mrs S
Hemming F R	Tanso H
Hoahing A	Threlfell Mrs
Hunter Mr & Mrs J	Tanda S

Peak Hotel.

Armstrong Mr and Mrs W	Humphreys Mr and Mrs C
Beyan Dr H	Johns Mrs T J R
Bowdler Mrs	Jones Lee
Butler P R	Kadoorie E
Carmichael Mr and Mrs H F	Lambert Eng Lieut and Mrs John
Cartwright H A	Lambert Miss
Casulli Mr & Mrs D C	Linton A
	McClintock W H
Cary F W	Mitchelmore Mr & Mrs V
Compton A C	
Courland A	Moss Mr & Mrs D K
Darling Col R E	Perkins T L
Davies A S	Pountney H N
Falchino Major	Pyne Major R E
Goodban Mr & Mrs J H O	Ralphs Mr & Mrs E
	Sinclair A
Hale Mr & Mrs B A	Skinner Miss
Hind B A	Skott C
Hall Col Gordon	Smith Mr & Mrs E G
Hardman A	Smith Mr & Mrs A F
Hazzland F A	Squair Mrs
Humphreys Mr and Mrs W G	Trahn J A
	Vandon Mr & Mrs Pol

Grand Hotel.

Allen Mr & Mrs	James B
Benbain J	Leur G W
Crow Mr & Mrs	Molm P G
Dyke A Van	Puls R
Dunrich A	Puttman C
Gibbs A W	Reynolds C W
Grant J	Rocze F G
Gudd G	Wright S H

Kingsclere Hotel.

Fielder B E	Rawlinson R J
Filkins Miss D	Robertson Mr & Mrs J
Forbes Mr & Mrs A	
Forbes A	Sachse Mrs G
Fulder B E	Sheldon Mr & Mrs R D
Hardman A	Shields A L
Hoegewerff	Singer Mr & Mrs E
Logan W	Percy Burn
Lurlers J H van G	Wilson M J
Nixon F C	

Carlton Hotel.

Alemberg E	Lawson J W
Atkinson W E	Lewis F S
Buchanan G	May Miss P
Branco A	Maysmith W
Clarke Miss May	Mariani Mr & Mrs
Costello M	McIve M
Cropley L	Meek Thomas
Cropley N C	Mott L
Cropley C C	Murrell Mr & Mrs T
Croxton Miss D	Murrell J
Fagan T C	Nemazee A M
Fitzpatrick J	Pennell W V
Fulcher W O	Plumer Capt R
Hewlett D	Taylor W
Hollway H D	Thom Wm
Hoshal Dr J	Sillsbury R B
James Miss D	Whebley A R
Kiercy R	Wilson D B
Kynoch Mr & Mrs	Worley Mr & Mrs G

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—PHOTOGRAPH—

The photograph on the current issue is a picture of a relative of a Hongkong resident at the Front.

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Commercial.

Sulphate of Ammonia.

The *Jiji* says the exports from England last month of sulphate ammonia amounted to 17,500 tons. Of this quantity 2,500 tons were shipped to Japan. The shipments from England to Japan during the corresponding period of last year were 6,737 tons. The total shipments from England to various countries during the first four months of this year amounted to 33,737 tons, 3,574 tons being forwarded to Japan. Compared with the corresponding period of last year the above figures show a decrease of 85 per cent.

The Export of Hemp Braid.

The manufacturers of hemp braid in Yokohama are now busy executing orders received from England and the United States. During last month orders from England amounted to 2,000,000 tan. Later orders were received from the United States for 600 tan, this quantity to be delivered in June and July. The manufacturers have thus been able to get rid of their surplus stocks.

The Silk Market.

Since the commencement of the silk season on July 1st, 1914, up to the 30th ultimo, the shipments of raw silk from Yokohama amounted to 134,031 bales, comprising 21,252 bales for Europe and 112,079 bales for the United States. Compared with the returns for the corresponding period of the preceding year, the figures for Europe showed a decrease of 30,856 bales and those for the United States 12,439 bales. The following table shows the shipments by Japanese establishments in Yokohama during the period under review:—

	Europe. Bales.	America. Bales.
Mitsui Bussan Kaisha ...	3,080	41,200
Hara Gomei Kaisha ...	5,338	7,080
Kato Gomei Kaisha ...	25	27,965
Kaneko Gomei Kaisha ...	361	—

The Flour Market.

The *Chugai Shogyo* says since the beginning of this year some 300,000 bags of flour have been sold by Japanese merchants to foreign dealers for export to England, France and various countries in the South Pacific. Of these, 200,000 bags have already been shipped. Orders still continue to arrive, and various mills are at present busy executing the orders. Stocks of imported flour in Japan are beginning to run short. Transactions effected up to the present are as follows:—

Cos.		Bags.
Dairi...	...	15,000
Masuda	...	108,000
Nippon	...	31,750
Seimai	...	40,000
Kyoto	...	24,500
Nisshin	...	15,000

The Camphor Market.

The camphor market is at present active. Shipments from Kobe during the first four months of this year are valued at Y.1,047,000. These figures show an increase of Y.235,043 as compared with the corresponding period of last year. From the United States many orders are being received, and stocks on the Kobe market have been nearly disposed of. Naturally quotations are showing an upward tendency, the price of crystallised camphor having risen from Y.60 to Y.64 and of liquid camphor to Y.68.

An Indigo Revival.

It may be premature to assume, says the *Financier*, that the exclusion of German dyes will induce a great and permanent revival of the natural indigo industry in British India, but it is certain that the war is increasing our imports. In the thirteen weeks ended April 3, according to Messrs. Parsons and Keith's statistics, the import from the East Indies was more than twenty-six times as great as in the corresponding period last year, and the deliveries showed almost a five-fold increase. There were also larger receipts from Guatemala, but the deliveries were actually less than in the first thirteen weeks of 1914.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS SA—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest		1914. Lowest		1915. Highest, 14th May. to now		1915. Lowest, 14th May. to now	Last Dividend and Date
Banks.												
H'kong & S'hai Banking Corp.	$795 b. / £76/-/-	120,000	$125	all	855	July.	700	Oct.	795		790	£2 : 3/- & 5/- bonus at ex 1/9½ equal to $27.27 for ½ year ending 31/12/14
Marine, Insurances.												
Canton Insurance Office, Ld.	360 b. x div.	10,000	$250	50	350	Dec.	305	Oct.	360		360	Final of $4 a/c 1913. Interim of $18 a/c 1914.
North China Ins. Co., Ld.	...t.170 b	10,000	£15	£5	145	May	133	Jan.	170		170	Interim of 12½ p.c. for 1914
Union Ins. Society of C'ton, Ld.	$860 n	12,400	$250	100	847½	April	700	Oct.	$860		$855	Final of $20 and bonus of $5 making $55 for 1913 and Interim of $30 for 1914
Yangtsze Ins. Assoc. Ld.	.....$225 b.	12,000	$100	60	210	April	192½	Jan.	225		225	Final of $15 mak. $18 for 1913 & Int. of $3 for 1914
Fire Insurances.												
China Fire Ins. Co., Ld.	.....$131 b.	20,000	$100	20	160	July	140	Oct.	131		130	$9 for 1913
H'kong Fire Ins. Co., Ld.	.....$385 b	8,000	$250	50	395	Feb.	368	April	385		385	$27 for 1913
Shipping.												
China & Manila S.S. Co., Ld.	$4.90 b.	30,000	$25	all	10	Jan.	5½	Dec.	4.90		4.90	$1 for 1906
Douglas Steamship Co., Ld.	$51 b	20,000	$50	all	36	Mar.	27½	Nov.	51		45	$3 for year ending 30.6.14
Hongkong, C. & M.S.S. Co., Ld	23 b.	80,000	$15	all	29¼	Jan.	22	Dec.	23		23	Final of 40 cts. making 90 cts for year ending 31.12.14
Indo-China Steam Navigation Co., Ld.	$98½ n	60,000 / 60,000	£5	all	79	Jan.	50	Sept.	99		93	Final of 3% m'king 6 % on preferred shares & 5 % on deferred shares for year 1913
Shell T'port & Trading Co., Ld.	93/6 sa.	3,797,610	£1	all	106/-	Feb.	70/-	Sept.	93/-		93/-	Interim of 1/- a/c 1914 C. No. 23
Star Ferry Company, Ld.	$37 s. ex div. s.	40,000	$10	all	49	Mar.	40	Nov.	39		36	$1.70 per share and bonus of 30 cents per share for year ending 30'4'14
Refineries.												
China Sugar Refining Co., Ld.	$111 b	20,000	$100	all	96½	Feb.	70	Nov.	117		111	$3 for 1912
Luzon Sugar Refining Co., Ld.	$28 s.	7,000	$100	all	31	Jan.	17	Dec.	29½		28	$3 for 1897
Mining.												
Kailan Mining Admin'tion.	33/6 s.	1,000,000	£1	all	41/-	Feb.	33/6	Dec.	33/6		33/6	Final of 5 % Coupon No. 4. making 10 % for year ending 30/6/14
Raub Australian Gold Mining Co., Ld.	x div. .....$3.65 b.	200,000	£1	all	3.10	Jan.	1.90	Nov.	3.65		3.60	1/2 for 1909
Tronoh Mines Ltd.	.....32/6 s.	160,000	£1	all	39/-	Feb.	19/6	Nov.	32/6		32/6	1/- mak. 7/6 a/c. 1913
Docks, Wharves and Godowns &c.												
H'kong & K.W. & G. Co., Ld.	$70 b.	60,000	$50	all	89	Jan.	73	Nov.	72		69	$3.50 for year 1914
H'kong & W'poa D. Co., Ld.	...$63 sa.	50,000	$50	all	77	Jan.	53	Oct.	62½		57	$3 dividend for year 1914
S'hai Dock & Eng. Co., Ld.	...51½	55,700	t. 100	all	60	July	50	Dec.	51½		51	Tls. 5 for 1913
S'hai & H'kew W. Co., Ld.	...80	36,000	t. 100	all	109	Jan.	82½	Dec.	83		80	Tls. 5 for 1914
Lands, Hotels and Buildings.												
Anglo French Lands	.....t.94	13,000	t.100	t.100					94		94	Tls. 6½ for year ending 29.2.14
H'kong Hotel Co., Ld.	.....$114 b.	20,000	$50	50	128	July	120	Dec.	114		112	$2.50 for half year ending 31'12'14
H'kong Land Investment Co.	$108 s.	50,000	$100	all	117½	July	98	Nov.	108		108	$3½ for year ending 31'12'14
H'phreys Estate & F. Co., Ld.	$7 s.	150,000	$10	all	9¼	Jan.	7	Nov.	7		7	45 cents for year 1914
K'loon Land & Building Co., Ld	$40 b.	6,000	$50	20	45½	Jan.	44	Feb.	40		40	$3 for 1914
Shanghai Lands	.....t.1(6	78,000	t.50	all	98	Dec.	89	Oct.	106		101	Final of 6 p.c. making 12 p.c. for 1914
West Point Building Co., Ld.	$71 b.	12,500	$50	all	73	June	66	Feb.	70½		70	$2.25 for half year ending 31.12.14
H'kong Central Estates	.....$100 s	10,000	$100	all					100		100	$4.09 for 7 months ending 31.12.14
Cotton Mills.												
Ewo Cotton S. & W. Co., Ld.	t.100 b	20,000	t.50	all	138	July	125	May	160	b.	152½	Tls. 12 for year ending 31'10'14
Hongkong Cotton Co.	.....$7½ b	125,000	$10	all	8¼	Mar.	7	June	7½		7	50 cents 31'7'08
Kung Yik	.....14 s	75,000	t.10	all	14½	Jan.	11	Mar.	14¼		13¾	Tls. 1.20 for year ending 30'11'14
Laou Kung Mow	.....$9½	8,000	t.100	all	110	Feb.	70	May	89	b.	86	Tls. 12 for 1913
Shanghai Cottons in S'hai	...t.98 b	40,000	t.50	all	135	Feb.	70	Nov.	99½		97½	Div. Tls. 6. Bonus Tls. 4. Extra Bonus Tls. 1, year end'g 30'6'14
Miscellaneous.												
China Borneo Company, Ld.	$10 s	60,000	$10	all	12	May	10	Dec.	10		10	85 cents for 1914
China Light & Power Co., Ld.	$4¼ s	50,000	$5	all	4.90	July	4	April	4¼		4¼	6% for year ending 28.2.06
Do. (Spec. shares)		50,000	$1	all								
China Provt. L. & M. Co., Ld.	$1 b	125,000	$10	all	9	Jan.	7	Nov.	8¼		8.00	70 cts. for 1914
Dairy Farm Company, Ld.	...$34 b	40,000	7½	6	39	June	35	Aug.	34		34	$1.50 for year ending 31.7.14
Green Island Cement Co. Ld.	....6.85 b	400,000	$10	all	6.90	Jan.	5	Dec.	6.90		6 70	50 cts. for 1914.
Hongkong Electric Co., Ld.	$39 x div b.	60,000	$10	all	49	Jan.	36	Nov.	41½		41½	$2.00 per share for 1914
Hongkong Ice Co., Ld.	.....$184	6,500	$25	all	217½	July	174	Dec.	184		184	Final of $6 making $8½ for 1914
Hongkong Rope Mfg. Co., Ld.	....$26½ b	60,000	$10	all	25	June	22	Apr.	26½		26½	Final of $1 making $2 for 1914
Hongkong Tramway Co., Ld.	5.10 b	325,000	5/-	all	13/-	July	7/-	Feb.	5.20		5.10	Final div. of 6d. making 7½d per share for 1913
Langkats	.....t.41 b	250,000	g.10	all	64½	Mar.	28	Dec.	42		40	Interim of T. 1 making T. 2 a/c 1913
Peak Tramway Co., Ld. (Old)	$9.30 x div.	25,000	$10	all	10½	Jan.	9¼	June	10		10	70 cts. on fully paid shares and 7 cts. on $1 paid shares for year ending 30.4.15.
Do (New)	90 cts. x div	50,000	$10	$1.	93 cts.	Jan.	75 cts.	Dec.	$1		$1	
Philippines Ld.	.....$4 b	75,000	$10	all					4		4	None.
H. Price & Co., Ld.	.....$5	12,000	$10	10					5		5	$1.50 for 1910.
Societe des Pulpes et Papieteries du Tonkin	$20	13,200	$50	all					20		20	None
Steam Laundry Co., Ld.	.....$3½ s	20,000	$5	all	5.00	June	4	Nov.	3½		3½	35 cts. for year ending 31'5'14
Union Water-boat Co., Ld.	...$16½ b.	27,723	$10	all	22¼	Feb.	17	Jan.	16½		16½	$1.00, per share for year ending 31.12.1914
Watson and Co., Ld.	.....$7.10 b.	90,000	$10	all	8¼	April	6.90	Dec.	7.10		7.10	70 cts. for 1913
William Powell, Limited.	...$6½ s.	21,000	$7.	all	9½	Jan.	6½	Dec.	6½		6½	50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
S. C. Morning Post	.....$29 b.	6,000	$25	all	30	June	92	Dec.	29		29	$1. Interim a/c year 31.8.14

WRIGHT & HORNBY,
Share and General Brokers 6, Des Vœux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON. MAY, 31, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE. 31st May.

Selling.		Buying.			
T/T	1/9 9/16	Demand India	136	T/T Francs	2.29
Demand	1/9 5/8	T/T Bombay		Demand Paris	2.29½
30 d/s	1/9 11/16	Demand Bombay	136	On Haiphong	8¼% prem.
60 d/s	1/9¾	T/T Calcutta		On Saigon	8 "
4 m/s.	1/9 13/16	Demand Calcutta	136	On Bangkok	85¾
T/T Shanghai	78	Demand Manila	88	**Buying.**	
Private 30 d/s sight		T/T San F'co & N.Y.	43¼	4 m's. L/C	1/10 3/16
T/T Singapore	77 1/4	Demand, New York	43⅜	4 m's. D/P.	1/10 5/16
T/T Japan	88 1/4	T/T Java	109¼	6 m's. L/C	1/10 7/16
T/T India	135¼	T/T Marks	Nom.	30 d/s. S'ney & M.	1/10 7/16
		Demand Germany		30 d/s. San F'co & N.Y.	44 3/4
				4 m/s. Marks	Nom.
				4 m's. Francs	2.40
				6 m/s. Francs	2.45
				Gold Leaf per tael	$57.50
				Sovereign	$11 nom.
				Bar Silver, ready	23 5/16
				forward	

SUBSIDIARY COINS.
Discount per $100:

Chinese	20 cts. pieces	$20 5/8
Chinese	10 "	$20 3/4
Hongkong	20 cts. pieces	$11 5/8
Hongkong	10 "	$11 5/8

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.
BRANCHES:—
BOMBAY. LONDON.
CALCUTTA. MANILA.
CANTON. PANAMA.
CEBU. PEKING.
COLON. SAN FRANCISCO.
HANKOW. SHANGHAI.
HONGKONG. SINGAPORE.
KOBE. YOKOHAMA

CAPITAL PAID-UP $3,250,000
RESERVE FUNDS..... 4,120,000
(U.S. Gold) $7,370,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorised Capital Yen 48,000,000
Paid-up Capital ... " 30,000,000
Reserve Fund ..... " 19,600,000

Head Office.—YOKOHAMA.

Branches	Agencies at
Antung-Hsien	Nagasaki
Bombay	Newchwang
Calcutta	New York
Changchun	Osaka
Dairen	Pekin
Fengtien	Ryojun (Port Arthur)
Harbin	San Francisco
Hankow	Shanghai
Honolulu	Tiehling
Kobe	Tientsin
Liao-Yang	Tokyo
London	Los Angeles
Lyons	Tsingtau
Tsingtau	

Interest Allowed on Current Account. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 15th March, 1915.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise:
Loans made on the Provident System.
(Rates and Particulars on application).
The Office of
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 19th March, 1890.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to	8.00 A.M.	Every	15 Min.
8.00 A.M. to	10.00 A.M.	"	10 Min.
10.00 A.M. to	11.00 A.M.	"	15 Min.
11.30 A.M. to	12.45 P.M.	"	15 Min.
12.45 P.M. to	1.15 P.M.	"	10 Mins.
1.15 P.M. to	1.45 P.M.	"	15 Mins.
1.45 P.M. to	3.15 P.M.	"	10 Mins.
3.15 P.M. to	5.00 P.M.	"	15 Min.
5.00 P.M. to	8.30 P.M.	"	10 Mins.

NIGHT CARS:
8.30 P.M. and 9 P.M. 9.30 P.M. to 11.00 P.M. every half hour
11.00 P.M. to 11.45 P.M. every quarter of an hour.

SUNDAYS

7.45 A.M. to	10.30 A.M.	Every	15 Min.
10.30 A.M. to	11.00 A.M.	"	10 Mins.
11.00 A.M. to	12.00 Noon	"	15 Min.
12.00 Noon to	1.00 P.M.	"	10 Min.
1.00 P.M. to	5.00 P.M.	"	15 Mins.
5.00 P.M. to	6.00 P.M.	"	10 Min.
6.00 P.M. to	9.00 P.M.	"	15 Min.
9.00 P.M. to	9.10 P.M.	"	10 Mins.

NIGHT CARS as on Week Days.

SATURDAYS
Extra Car at 12 midnight.
SPECIAL CARS
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road

SINCON & CO.

Established A. D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers, Nos. 35 and 37, Hing Loong Street, (2nd Street west of Central Market) Telephone No. 515.

HIMROD'S
Gives Instant Relief
No matter what your respiratory organs may be suffering from—whether
ASTHMA, INFLUENZA, NASAL CATARRH, or ORDINARY COUGH.
—you will find in this famous remedy a restorative power that is simply unequalled.
FAMED FOR
Sold in this by Stores throughout the DWARE OF
40 YEARS all Chemists and the Country. IMITATI NS.
CURE FOR ASTHMA

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
RESERVE FUNDS:
Sterling
£1,500,000 at 2/- =$15,000,000
Silver ...$18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. Landale.—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.
S. H. Dodwell, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.

CHIEF MANAGER
Hongkong—N. J. Stabb.

MANAGER
Shanghai—A. G. Stephen.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION
Rules may be obtained on application.
INTEREST on deposits is allowed on the minimum monthly balances at $3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid Up " 562,500
Reserve Fund 100,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.

Every description of Exchange business transacted.
Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON
Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund... .....£1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON.
Manager.
Hongkong, 11th April, 1912. [2

OPIUM QUOTATIONS.

	Feb. 25	
Malwa, New	$9,100	per p.
Malwa, Old	9,200	"
Patna, New	9,325	per chs.
Patna, Old	9,200	"
Benares, New	9,050	"
Benares, Old	8,950	"

THE ALEXANDRA CAFE Cannot be Beaten, if Equalled For Bread Cakes, Confectionery and meals with Wines & Liquors

WAR TELEGRAMS.

(Continued from Page 8.)

BIG COTTON FIRE.

May 30, 7.15 a.m.

A fire occurred yesterday morning and destroyed a cotton warehouse in Manchester belonging to the Manchester Ship Canal Company. The damage is estimated at many thousands of pounds. The conflagration lasted five hours.

A VERY VIOLENT ARTILLERY DUEL.

May 30, 6.50 p.m.

A Paris communique states that the most violent artillery duel took place north of Arras, last night, the Germans particularly bombarding the French positions on Lorette height. The French further progressed east of the Aix-Souchez road. A German attack at midnight on the French trenches at Ablain, was likewise repulsed.

WAR ITEMS.

To "Weddingen" England.

Amsterdam, April 10.—The *Hamburger Fremdenblatt* suggests that the word torpedo shall be replaced in the German language by the name "Weddingen," as a lasting honour on the man who created the new weapon which is being used against British sea militarism, and says: "Henceforth we shall Weddingen to put an end to the shame of island empire." The suggestion has been enthusiastically approved throughout Germany.—*Exchange*

Austro-Hungarian Starvation Riots.

Rome, April 18.—Serious disturbances continue to take place at Trent. Yesterday, following disorders caused by famished women, a considerable proportion of the population attacked the military stores, and subsequently carried out a demonstration at the railway station in order to prevent the departure of recruits. The police charged the crowd with their sabres. The situation became worse, and at night the authorities requested reinforcements to be despatched.

Germans Release Interned Englishmen.

Amsterdam, April 19.—Three Englishmen have been released from the Ruhleben camp. One of them, who was a designer at the Plauen lace factory, has been set at liberty at the request of his employers, as the latter found it impossible to proceed with their work without him; while the two others were released at the request of the American Government because they were senior members of American concerns in Germany, and were also indispensable. A number of German municipalities have protested against the release of these men, putting the action down as an exaggeration of the claims of humanity.

Thames and Invasion.

Lord Desborough, presiding at the annual meeting of the Thames Conservancy to-day said that although they had a reduced staff owing to enlistment for the war, they might be called upon by the War Office to carry out certain works, which he would not publicly specify. He was sure the Board would do all they could to help the country. There was another matter which he would refer to "in a veiled way." Under the Defence of the Realm Act, a scheme had been drawn up for the removal of boats in the Thames in the event of invasion. The scheme had been accepted by the county organising committees of Berks, Bucks, and Surrey.

Food Left in Przemysl.

Rome, Sunday. An official message from Vienna states that the General Staff has published an official report on the fall of Przemysl. The report states that the economic situation of the Empire before the war necessitated economies, and the military administration was unable to provision Przemysl sufficiently. From the time of the first siege Przemysl was provisioned for 137 days, and after its relief 213 trains with food were despatched, but only 128 reached Przemysl. At the time of the second siege the fortress had food for five months and a half for 128,000 men, 14,150 horses, 18,000 civilians, and 2,000 prisoners. During the second siege the Austro-German army twice attempted to relieve Przemysl, but did not succeed owing to the rigours of winter.

[The "second siege" began in November.]

INSURE

YOURSELF

against all sorts of aches and pains—head ache, toothache, backache, earache, sore throat, sprains, strains and bruises—by keeping close at hand a bottle of LITTLE'S ORIENTAL BALM. It stops the pain. Stops it quickly. Just rub it in where the pain, ache or soreness is, and see how soon you get blessed relief!

Sold at 1s. 4d. per bottle.

Agents for Hongkong,

Messrs. A. S. WATSON & Co., Ltd.

IT IS WHAT YOU GET MORE THAN WHAT YOU PAY. THE DOUBLE STRENGTH MEANS DOUBLE VALUE.

LOTUS MOKHA

IS UNIFORMLY EXCELLENT

Obtainable Everywhere.

RUTTONJEE & SON.

POST OFFICE.

Much inconvenience and delay in the delivery of correspondence is caused by residents who change their addresses, failing to notify the General Post Office. Residents arriving in or leaving the Colony, or changing their address in the Colony, are requested to notify the clerk at the Poste Restante, General Post Office, of the change of address at the earliest opportunity.

The attention of the Public is directed to Para. 28 of the Hongkong Postal Guide which reads as follows:—

The usual time for closing a mail is one hour before the steamer is advertised to Sail. Letters prepaid with 10 cents in addition to the postage will, if handed over the counter, be received after the advertised time of closing the mail until the mail has actually left the office.

Registered Letters to the Caroline, Ladrone, Pelew and Marshall Island can now be accepted for transmission.

The Services to Germany, Austria, and their Colonies, and to the Ottoman Empire, are suspended.

MAILS DUE.

English, Malta, 4th June.
America, ex China, Rangoon, M., 8th June.

MAILS CLOSE TO-MORROW.

Haiphong—Per DAIGI M., 1st June 9 a.m.
Fort Bayard & Haiphong—Per HONGKONG, 1st June, 9 a.m.
Swatow, Amoy & Foochow—Per HAICHING, 1st June noon.

American, Canadian & Siberian & U.K. Mails.—Shanghai, North China, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco & U. Kingdom via Canada (Europe via Siberia)—Per SIBERIA, 1st June, noon.
(Tientsin Pukow Service Shanghai Br. P. O. Saturday, 5th June.)

Newchwang—Per PAOTING, 1st June, 2 p.m.
Ningpo—Per CHEKIANG, 1st June, 3 p.m.
Philippine Islands—Per CHINHUA, 1st inst. 3 p.m.

Siberian Mail.—Shanghai, and North China (Europe via Siberia)—Per LUCHOW, 1st June, 3 p.m.
[Tientsin-Pukow Railway Shanghai Br. P.O. Saturday, the 5th June.]
Shanghai & North China—Per SINKIANG, 1st June 4 p.m.

WEDNESDAY, 2nd June.

Straits & India via Calcutta—Per NAMSANG, 2nd May. 2 p.m.
Japan via Kobe, Victoria, Seattle, Tacoma & Vancouver—Per TITAN, 2nd June 2 p.m.

THURSDAY 3rd June.

Straits, Ceylon, Port Said, Marseilles, & London—Per FUSHIMA M., 3rd June 11 a.m.
Sandakan—Per MAUSANG, 3rd June, 11 a.m.
Wei-hai-wei & Tientsin—Per HUICHOW, 3rd June, 3 p.m.

FRIDAY, 4th June.

Swatow, Amoy & Foochow—Per HAIMUN, 4th June, 1 p.m.

Siberian Mail.—Shanghai and North China (Europe via Siberia)—Per MALTA, 4th June, 4 p.m.
[Tientsin-Pukow Railway Shanghai Br. P.O. Tuesday, 8th June.]

SATURDAY, 5th June.

English Mail.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe. The parcel mail will be closed on Friday, 4th June, at 5 p.m.—Per ORIENTAL, 5th June, Printed Matter and Sample, 10 a.m. Registration 10.15 a.m. Registration Kowloon B.O. 9.30 a.m. Letters 11 a.m.

TUESDAY, 8th June.

American & Canadian & Siberian Mails.—Shanghai, North China, Japan via Nagasaki, United States, S. America, & Canada via San Francisco & U. Kingdom via Canada, Europe via Siberia—Per CHIYO M., 8th June 1 p.m.
Swatow, Amoy & Foochow—Per HAITAN, 8th June, 1 p.m.
Philippine Is.—TAMING, 8th June, 3 p.m.

SATURDAY, 19th June.

Australian Mail.—Australia, New Zealand, Tasmania, via Port Darwin and New Guinea via Thursday Is.—Per CHANGSHA, 19th June 2 p.m.

Oysters, Fresh, Fried or Stewed Findon Haddocks, Kippers &c.
ALEXANDRA CAFE.

SHIPPING NEWS.

ARRIVED.

Haicheng, Br. s.s. 1,267, W. Parsmore, 30th —Swatow, 19th inst. Gen.—D. L. & Co.

Waishing, Br. s.s. 1,872, M. Picknell, 29th May—Bangkok, 22nd May. Rice —J. M. & Co.

Hongkong, Fr. s.s. 742, A. Marquerete 29th May—Haiphong, 22th May Gen.—A. R. Mart.

Dagfin, Norw. s.s. A. I. Salveson, 29th May —Bangkok, 20th May, Rice—T. & Co.

Kwangsi, Br. s.s. 1,227, W. O. Jones, 30th May—Chefoo, 21th May, Gen.—B. & S.

Tungus, Norw. s.s. 1,039, C. Cornelinsen, 29th May—Bangkok, 28th May. Rice—Chinese.

Kohima Maru, Jap. s.s. 1,854, Yamashita 30th May—Moji, 23rd May, Coal —M. Biahi.

Brisbane, Br. s.s. 715, J. Salmes, 30th May —Cebu, 25th May—Ballast—C. Clark.

Iyo Maru, Jap. s.s. 3,631, K. Okamoto, 31st May—Singapore, 25th May, Gen.—N.Y.K.

Yingchow, Br. s.s. 1,216, E. S. Jones, 30th May—Shanghai, 27th May, Gen, —B.& S.

Kawachi Maru, Jap. s.s. 3,831, K. Kurodzumi, 31st May—Japan, 26th May, Gen.—N.Y.K.

Chili, Fr. s.s. 3 246, Cazal, 31st May—Saigon, 28th May. General—M.M.

DEPARTED.

May 29.

Luchow for Canton.
Foolee for Chefoo
Gemini for Haiphong & Bangkok
Kanchow for Shanghai
Amazone for Marseilles via Saigon
Yuensang for Manila
Wingsang for Shanghai via Manila
Tjimanook for Batavia via Bunka
Taksang for Haiphong
Toyo Maru for Newchwang
Fukui Maru for Wakamatsu

CLEARANCES AT THE HARBOUR OFFICE.

May 29.

Tacoma for San Francisco via Keelung
Zafiro for Marseilles via Singapore
Chiyuen for Shanghai
Singon for Hoihow & Pakhoi
Chusan for Singapore via Swatow

May 31.

Myogisan Maru for Hongay
Kwangsi for Canton
Prometheus for Bangkok
Chili for Yokohama via Shanghai
Mexico Maru for Victoria via Manila
Yingchow for Canton
Iyo Maru for Kobe via Shanghai
Mentor for Yokohama via Kochinotzu

PASSENGERS ARRIVED.

Per s.s. Haichang from Foochow etc.—Right Rev Bishop Rayssac, M G Cheek, Rev W Mehinstrp, Murphy, Dobinson.

WATER RETURN.

Level and Storage of water in Reservoirs on the 1st May, 1915.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1914.		1915.	
Tytam	4ft. 9in. overflow	Below	3ft. 8in overflow	Below
Tytam Byewash	23ft. 9in. overflow	Below	23ft 4in overflow	Below
Tytam Intermediate	25ft. 6in. overflow	Below	25ft 10in overflow	Below
Pokfulum	25ft. 2in. overflow	Below	24ft 11in overflow	Below
Wong-nai-chung	31ft. 8in overflow	Below	30ft. 9in overflow	Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1914.	1915.
Tytam	89.10	136.47
Tytam Byewash	1.17	.26
Tytam Intermediate	12 80	73.14
Pokfulum	15.12	25.53
Wong-nai-chung	3.52	3.69
Total	121.71	229.18

Consumption of water in the City and Hill District in millions of decimals gallons during the month of April, 1915.

	1914	1915	
Consumption	130.62	149.82	m. gallons
Estimated population	87,119	860,719	
Consumption per head per day	16.9	19.1	gallons

Intermittent supply by Rider Mains in Rider Main Districts up till 25th April, 1914. Services to houses in Rider main Districts disconnected from Rider mains and supply given by public street fountains only from 25th April 1914. Constant supply in all districts during April 1915.

KOWLOON WATER WORKS LEVEL.

	1914	1915
Kowloon Gravitation Reservoir	6ft 9in Below overflow	5ft 9in Below overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1914	1915
Kowloon Gravitation Reservoir	261.50	271.98

Consumption of water in Kowloon in millions of Decimals Gallons During the month of April, 1915.

	1914	1915	
Consumption	35.30	30.75	m. gallons
Estimated population	94,400	96.200	
Consumption per head per day	12.4	10.6	gallons

The Government Analyst's reports show that the water is of excellent quality.
Public Works Department, 29th May, 1915.
W CHATHAM, Water Authority.

WEATHER REPORT.

On the 31st at 11 40—

No returns from Indo-China and Wladivostock.

Pressure has increased slightly along the coast from Weihaiwei to Shanghai; it has decreased slightly over the remainder of the area. An area of low pressure covers central China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	Light southerly winds; probably some thunderstorms.
2 Formosa Channel	S.W. winds, light; cloudy.
3 South coast of China between H.K. and Lamocks	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.
31st May, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds D'tion.	Winds Force.	Weather.
W'ostock	7a						
Nemuro	6a	29.71			w	10	
Hakodate	"	29.81			nnw	4	
Tokio	"	29.71			sw	1	
Kochi	"	29.76				0	
Nagasaki	"	29.78				0	
K'agima	"	29.76			nne	1	
Oshima	"	29.71			no	1	
Naha	"	29.65			e	1	
Ishi'jima	"	29.66			nnw	2	
Bonin Is.	"	29.85			sw	1	
Chefoo	"						
W'haiwei	"	29.69	58	81	nne	4	bc
Hankow	"						
Ichang	"						
Kiuklang	"						
Changsha	"						
Shanghai	"	29.66	66	98	se	1	bf
Gutzlaff	"	29.62	66		s	3	bcv
Sharp P.	7a	29.64	75	93		0	b
Amoy	6a	29.54	75	90		0	c
Swatow	"						
Taihoku	5a	29.66	72	98		0	b
Taichu	"	29.66	75		ssw	2	o
Tainan	"	29.66	75		sw	2	o
Koshun	"	29.65	73		nnw	2	r
P'dores	"	29.65	73		ssw	2	b
Canton	6a	29.65	77	95	s	1	c
H'kong	"	29.64	77	97		0	cf
Gap Rock	"	29.65			sse	3	c
Macao	"	29.61	73	98		0	f
Wuchow	9a						
Pakhoi	"						
Hoihow	"						
Phullen	6a						
Tourane	"						
C. St. J.	"						
Aparri	"	29.71	79	84	s	2	o
Dagupan	"	29.72	79	87	w	1	o
Manila	"	29.75	77	98	ene	1	o
Legaspi	"	29.74	79	93	w	1	o
Tacloban	"	29.75	81	90	se	1	o
Iloilo	"	29.74	79	87		0	o
Surigao	"	29.75	79	95		0	o
Lanuan	"	29.86	88				

C. W. JEFFRIES, Director.

Hongkong Observatory, May 31.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

	Previous Day at 9 p.m.	On date at 6 a.m.	On date at 9 p.m.
Barometer	29.70	29.70	29.68
Temperature	73	77	83
Humidity	87	97	83
Wind Direction	WSW	—	E
" Force	2	0	2
Weather	or	of	o
Rain	—	0.33	—

Highest open air Temperature on the 30th 85
Lowest " " " " " 75

H.K. Observatory, 31st May.
C. W. JEFFRIES, Director.

TIDE TABLE.

31st May to 6th June, 1915.

Day of Week	Date of Month	High Water Hongkong Mean Time.	Height.	Low Water Hongkong Mean Time.	Height.
Mon	31	m. 9 53	8.0	m 3 25	1.8
Tues.	1 June	m 0 46	8.0	5 30a	0.8
		m 10 43	7.7	m 3 49	3.3
Wed.	2	m 1 47	7.5	6 32a	0.2
		m 11 33	7.6	m 4 26	3.1
Thur.	3	m 0 49	7.9	7 27a	0.0
		0 31a	8.2	m 5 16	2.7
Fri.	4	m 1 48	8.2	8 23a	1.1
		1 57a	8.7	m 6 80	2.6
Sat	5	m. 4 30	8.5	9 10a	1.5
		2 30a	8.8	m 6 51	2.9
Sun.	6	m. 5 19	8.8	10 50a	1.9
		3 24a	8.8	m 10 30	3.3
				10 55a	2.1

m morning. a afternoon.

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LONDON via Usual Ports of call	Oriental, Capt. A. L. Valentini	noon 5th June	Freight & P'sage
SHANGHAI, MOJI, KOBE AND YOKOHAMA	Karmala, Capt. H. G. Evans R.N.R.	about 8th June	Freight & P'sage
L'DON via S'pore, Penang, Colombo, Port Said and Marseilles	Nagoya, Capt. A. B. Garwood R.N.R.	about 10th June	Freight & P'sage

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Hongkong, 22nd May, 1915.

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